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50 CHURCH STREET

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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

AMARILLO, TEX.

Bensley Grain Co., J. N., whole, grain, field seeds.*
Panhandle Gr. & Elvtr. Co., whole, gr., fld. seeds.*
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.*

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., receivers & exporters.*
Blackburn & Co., C. P., grain recvrs., exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., gr'n receivers & expts.*
Gill & Fisher, receivers and shippers of grain.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*

BEAUMONT, TEX.

Archer, W. R., grain broker.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Hasenwinkle Grain Co., consignments.
Slick & Co., L. E., grain brokers.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.*
Colbert, Thos. F., grain and millfeed.
Cressey, Fred L., hay, grain, bkg. com.
Howlett Co., E. C., grain brokers.
Jaquith, Parker, Smith & Co., wheat barley milo.*
Merigold & Co., A. I., chicken wheat specialists.
Southworth, J. E., gr. broker, export fdwdr.

BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., recvrs., fdwrs., consignments.
Burns Grain Co., grain commission.*
Churchill Gr. & Seed Co., recvrs., shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elvtr. Co., consignments.*
Globe Elevator Co., grain & grain prdts.*
Harold, A. W., grain, barley a specialty.
Heathfield & Co., Inc., W. G., strictly com'n.*
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.
Urmston Grain Co., grain commission.*

CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.*
Halliday Elvtr. Co., grain dealers.*
Hastings Co. Samuel, grain & hay.*
Hastings-Stout Co., grain and hay.
Magee-Lynch Grain Co., grain.*
Pink & Co., flour, hay, grain, fdstuff.
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., grain merchants.*

CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.

CHICAGO, ILL.

Board of Trade Members.

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Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Bridge & Leonard, grain commission.
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co. Henry H., grain, hay, straw.
Gerstenberg & Co., grain, seeds.*
Harris, Winthrop & Co., W. K. Mitchell, Mgr.*
Hitch & Carder, commission merchants.
Holt & Co., Lowell, commission, grain and seeds.
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Logan & Bryan, options, cash grain.*
Lowitz & Co., E., grain commission.*
McKenna & Rodgers, commission merchants.*
Merritt Co., W. H., grain, seeds.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Rogers Grain Co., commission merchants.
Rosenbaum Bros., receivers, shippers.*
Rothschild Co., D., barley and malt.
Rothschild Co., The Moses, general grain com'n.*
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schliffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.
Sincere & Co., Chas., N. Y. stocks, Chicago grain.

Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Wagner Co., E. W., receivers and shippers.*
Ware & Leland, grain and seeds.*

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Chamber of Commerce Members.

Blumenthal, Max, grain, barley a specialty.*
Gowling & Fleming, grain and hay comsn.*

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Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elvtr. Co., The, recvrs. & shprs.*
Lake Shore Elvtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elvtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., grain, seeds, hay, straw.*
Union Elevator Co., The, grain and hay.*

COLUMBUS, O.

Myers & Baughman, grain and hay.

DAVENPORT, IOWA.

Merchants Elvtr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DECATUR, ILL.

Duncan & Co., L. E., grain brokers.

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.
Ayres Mercantile Co., The, F. C., milling wheat.*
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy & sell grain & beans.*
Hungarian Mill & Elvtr. Co., receivers.*
O'Donnell Grain Co., wholesale grain.*
Pheips Grain Co., T. D., wholesale grain.
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.
Western Grain Co., mlg. wheat a specialty.

DES MOINES, IOWA.

Marshall Hall Grain Co., grain com.*

DETROIT, MICH.

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Carson & Co., H. C., beans, wheat, oats.*
Caughy-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. E., gr., hay comgnts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*
Swift Grain Co., receivers & shippers.*

DULUTH, MINN.

Board of Trade Members.

United Grain Co., grain commission.

ENID, OKLA.

White Grain Co., The, receivers and shippers.*

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Dorsey Grain Co., receivers, shippers.

FOWLDER, IND.

Hartley, A. E., cash grain & brokerage.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

HUTCHINSON, KAN.

Board of Trade Members.

Bolin Hall Grain Co., Kansas hard wheat.
Hayes Grain Co., John, receivers & shippers.
Pettit Grain Co., L. H., gr. com., recvrs., shprs.*

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elvtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Heinmiller Grain Co., receivers and shippers.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Mutual Grain Co., grain commission.*
Rich Grain Co., grain commission.
Shotwell & Co., C. A., commission, bkg.
Star Elevator Co., grain merchants.*
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elvtr., trk. buyers, slrs., gr. & sds.

KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.
Aylsworth Grain Co., receivers, shippers.*
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., grain commission.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Dilts, Jr., & Co., Wm. G., grain merchants.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Fowler Grain Co., Lev., receivers & shippers.
Fox-Miller Grain Co., receivers and shippers.
Glover, John I., grain merchant.*
Goffe & Carkner, recvrs. and shprs. of grain.*
Hinds Grain Co., The, receivers, shippers.
Kemper Mill & Elvtr. Co., grain and feed.*
Logan Bros. Grain Co., grain merchants.*
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.
Murphy Grain Co., grain commission.*
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. E., grain, flour, millfeed.*
Scular-Bishop Grain Co., consignments.
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.*
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Twidale-Wright Grain Co., consignments-futures.
Thresher Fuller Grain Co., grain commission.*
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Munn-Burrow Brokerage Co., grain, hay millfeed.*

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Fruechtenicht, Henry, hay, grain, mill products.*

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Moon-Taylor Co., grain and hay brokers.*

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Goemann Grain Co., grain buyers.*

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Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.
U. S. Feed Co., grain, hay, millfeed.
Webb & Maury, brokers and com. merchants.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bell Co., W. M., receivers & shippers.*
Buerger Com. Co., grain & seed receivers.
Donahue Stratton Co., grain merchants.*
Kamm Company, P. C., barley and rye.*
Owen & Brother Co., grain commission.
Rankin, M. G., & Co., grain and feed.
Rialto Elvtr. Co., grain receivers & shippers.*
Stacks & Kellogg, grain merchants.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

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Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.*
Dalrymple Co., William, gr. com.*
Davies & Co., F. M., grain commission.*
Getchell-Tanton Co., grain commission.
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., grain, consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Minnesota Grain Co., grain commission.*
Quinn Shepherdson Co., grain commission.*
Randall, Gee & Mitchell, grain com.
Stair, Christensen & Timmerman, gr. commission.*
Van Dusen-Harrington Co., grain merchants.*
Wernli-Anderson Co., grain commission.
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley & oats my spec'ity.*

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., The, gr., hay, straw, millfeed, pro.

NEW ORLEANS, LA.

Steel Co., The J. H. W., gr. frt. brok. & forwdrs.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEW YORK CITY.

Produce Exchange Members.
Brainerd Commission Co., consignments.*
Jones & Co., M. E., buyers—quote us.*
Knight & McDougal, commission merchants.*
Simpson, Hendee & Co., grain receivers.*

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Cherokee Grain Co., wholesale grain and hay.*
Creamer-Gregg Gr. Co., always in the market.
Drennan Grain Co., R. H., consignments.
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.
Marshall Grain Co., grain merchants.*
Oklahoma Export Co., mlg. wheat wanted.*
Okla. City M. & E. Co., grain mer., mfrs.*
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Rutledge Grain Co., com. merchants.

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Beall Com'n Co., receivers & shippers.
Blanchard-Niswonger Co., recvrs. & shprs.*
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Dawson Grain Co., grain commission.
Holmquist Elevator Co., receivers and shippers.*
Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.
Merriam Commission Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.
Trans-Mississippi Grain Co., recvrs. & shprs.*
United Grain Co., grain commission.
Updike Grain Co., consignments.*

PEORIA, ILL.

Board of Trade Members.
Buckley, Pursley & Co., grain and seeds.*
Cole Grain Co., Geo. W., grain com. mchts.*
Consumers Grain Co., grain receivers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Smith-Hamilton Grain Co., brokerage.
Tyng, Hall & Co., grain commission.*
Warren Com. Co., consignments.*

PHILADELPHIA, PA.

Commercial Exchange Members.
Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., E. L., flour, grain, feed.*
Graft & Son, L. G., receivers and exporters.*
Lemont & Son, E. K., hay, grain, millfeed.
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stites, A. J., grain, and millfeed.*
Stover, I. S., grain and flour.

PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

PITTSBURGH, PA.

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Geldel & Leubin, grain and hay.
Heck & Co., W. F., grain, hay and millfeed.*
Herb Bros. & Martin, grain and hay.
McCague, R. S., grain, hay.
Smith & Co., J. W., grain, hay.*
Stewart, D. G., grain, hay, feed.
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer. all markets.

PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.*

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Beveridge & Co., S. T., grain, hay, feeds, seeds.

SAGINAW, MICH.

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Marshall Hall Grain Co., consignments solicited.*

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Goffe & Clarkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Marshall Hall Grain Co., grain com.*
Langenberg Bros. Grain Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Parrott-Day Co., wheat, corn, oats, seeds.*
Teasdale Com. Co., J. H., recvrs. & shippers.*
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Kuhn & Co., Paul, receivers and shippers.*

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Morehouse & Co., W. H., grain and seeds.
Southworth & Co., grain and seeds.*
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Young Grain Co., consignments, futures.
Zahn & Co., J. F., grain, seeds.*

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Kansas Milling Co., The, millers and grain dealers.
Marshall Hall Grain Co., exporters.*
Norris Grain Co., The Exporters.*
Strong Trading Co., grain and coal.*
Williamson Grain Co., grain com'son.

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Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

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 Receivers and Shippers

Simonds-Shields Grain Co.

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Grain and Coal

A-N-T Grain Co., The

Ernest Lieberknecht, Mgr.

Bossemeyer Bros.

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We Buy Wheat, Corn, Oats, Beans, Etc.

Denver Elevator

We Buy and Sell Grain of All Kinds, Also Beans.

Hungarian Mill & Elevator Co.

Grain Receivers.

O'Donnell Grain Co.

Whether You Buy or Sell, Talk to Us.

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Wheat, Corn, Oats, Rye, Barley. We Always Buy and Sell.

Western Grain Co., The

Milling Wheat a Specialty.

Ayres Mercantile Co., The F. C.

Milling Wheat, Corn, Oats, Barley, Beans, Seeds and Hay.

Best & Co., J. D.

We Buy and Sell All Kinds of Grain. Ask for Prices.

Phelps Grain Co., T. D.

Wholesale Grain & Beans.

NOTE All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

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If you wish to buy or sell grain in carlots write us.

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Produce Exchange
Members

TOLEDO

Produce Exchange
Members

JOHN WICKENHISER & CO.

Wholesale Grain Dealers

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 } Chicago Board of Trade

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Established 1876

Dealers in

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Members

CAIRO

Board of Trade
Members

H.S. Antrim & Company
Wholesale Grain
Cairo, Illinois

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Cairo Board of Trade, Grain Dealers' National
Ass'n, Illinois Grain Dealers' Ass'n.

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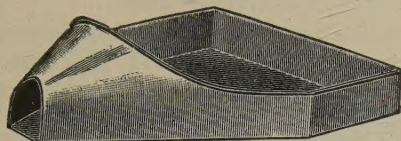
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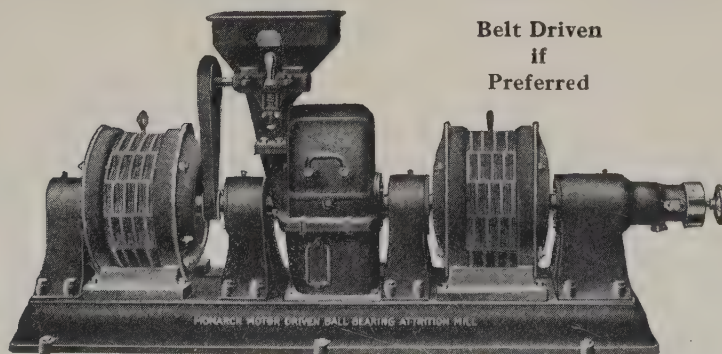
September 24, 25, 26, 1917

Don't Wait To Be Stimulated By Necessity!

There will be an extraordinary demand for feed grinding capacity this fall—and an extraordinary need for economy in the operation.

Don't let these circumstances find you unprepared. Add now the machines you will need for capacity—discard and replace those that are expensive to operate—let us furnish you with facts and figures concerning the operation of

The Monarch Ball Bearing Attrition Mill



Belt Driven
if
Preferred

It takes several years to test the design and construction of a mill of this kind for its durability, its adaptability to all requirements, its ability to give uninterrupted service and its economy of operation over a long period; and no mill on the market has had this test applied to it with such successful results, nor for so long a time as The Monarch.

Monarch Ball Bearing Attrition Mills are the result of years of consistent, continuous development of original principles of design and construction, which experience has proved practical and highly efficient.

Write for Catalog D-No. 115 and proof of our claims.

Mill
Builders
Main Office and Works

Sprout, Waldron & Company
Muncy, Pa.

Chicago Office: No. 9 S. Clinton St.

Milling
Engineers
P. O. Box No. 26

CODE WORDS

for

U. S. Corn and Wheat Grades

A supplement to the Universal Grain Code is ready for distribution. It is free; postage 2 cts.

The Universal Grain Code was compiled especially for the use of the grain and milling trades, and it contains every word, phrase and term in use by the grain trade. The Code makes it possible to keep your business messages private. Its 146 pages contain 13,745 expressions and no two code words are spelled near enough alike to cause confusion. The book is 7x4 $\frac{5}{8}$ inches in size, printed on policy-bond paper, and bound in black, flexible leather. The price is only \$3.00.

Names of purchasers are published in the list of Universal Code Users and distributed to the grain trade free of charge.

The Supplement is a four-page folder to be inserted between pages 44 and 45 of the Code. It gives a code word for each class, sub-class, and grade of wheat and corn, and for each explanatory term, used in the new U. S. Standards. It is not lawful to sell grain for shipment in interstate commerce by any other grade than those specified in the Standards, and therefore it is necessary to specify those grades when wiring in order that misunderstandings may be avoided. A copy of the Supplement will be sent free upon receipt of a 2-ct. stamp.

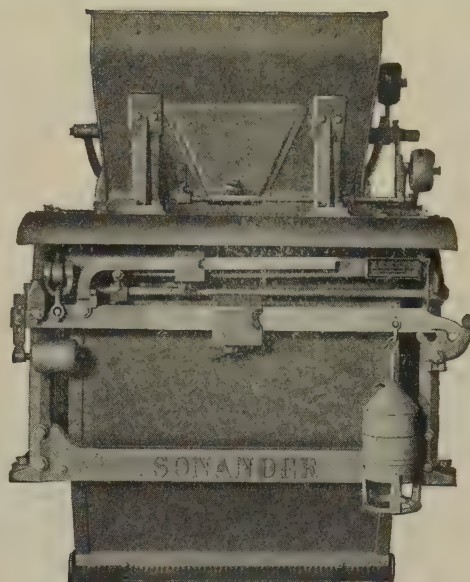
MATFELON in a message means Universal Grain Code.

Grain Dealers Journal

305 So. La Salle St.

Chicago, Ill.

HOWE-SONANDER



BETTER be sure that your weights are correct when you start a car of grain on its way, than to go through the disagreeableness of pushing a claim against a railroad for loss of grain in transit. First be sure that the car that has been put out on your siding is in good condition then load it through a scale that can be relied upon to give you the correct weight; a scale whose weights are accepted by all the carriers without disputes.

If you already operate or intend to install a HOWE-SONANDER Automatic Scale you can rest assured that your weights will be accepted. This scale is built in various sizes. Its NON-CHOKABLE FEED HOPPER prevents cobs or trash from stopping the scales.

If you wish more detailed information regarding this scale drop us a line and it will be forthcoming.

Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.

CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.

ST. LOUIS, MO., 409 4th St. F. L. Rogles, Mgr.

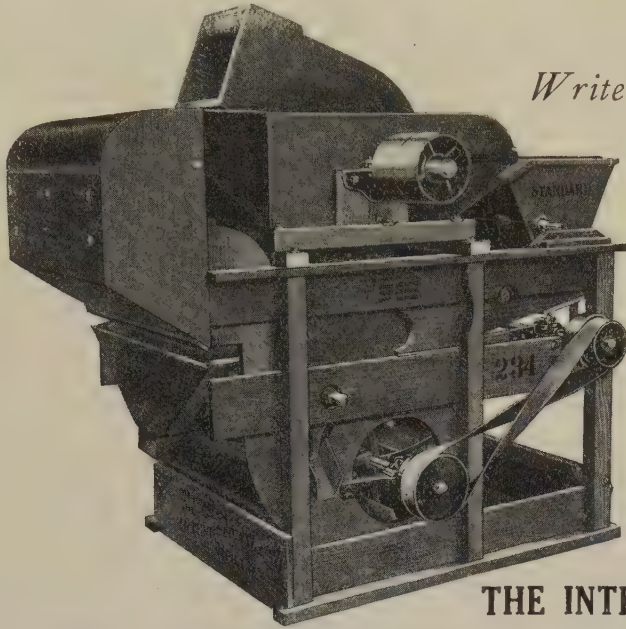
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.

For Washington, Oregon and Idaho Business Address
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front
St., PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

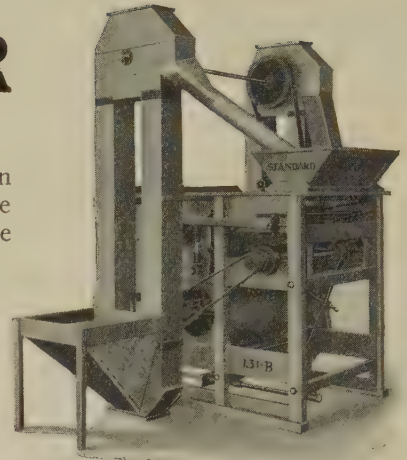
STANDARD GRAIN CLEANER

No. 234

Gives you a vertical blast for fine separations and also a suction fan for removing the dust and chaff from the building. Built in three sizes; also can be equipped with Traveling Brushes for keeping the screens clean.



Write for Prices



SUPERIORITY OF STANDARD SEED CLEANERS

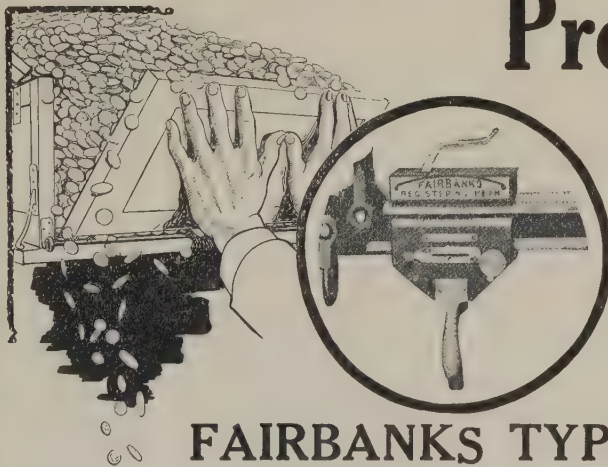
is certain, because equipped with our Patented Improvements which are positively essential to proper working, efficiency and economy of operation.

No. 131-B STANDARD CLEANER

Illustrated above, will be found of maximum ability and service for every variety of field seed and seed grain. In our complete catalog are shown cleaners of all sizes and for every cleaning purpose.

Let us send it to you.

THE INTERNATIONAL MFG. CO., Crestline, Ohio

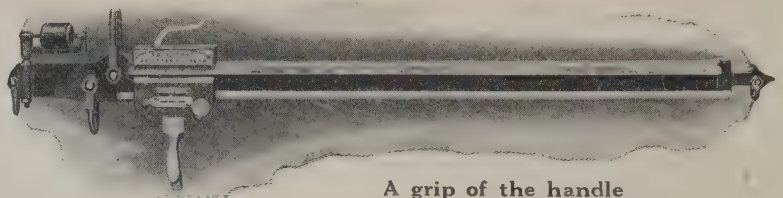


Protect Your Profits

With a Fairbanks Type Registering Beam. It gives printed records of every load you weigh. Its use prevents mistakes in reading weights and writing down figures. You not only have an indisputable record yourself, but with the same operation you provide your customers with a permanent duplicate. Its use inspires confidence. **It is a sure trade-builder for you.**

FAIRBANKS TYPE REGISTERING BEAM

Any Fairbanks Wagon or Auto Truck Scale can be and should be equipped with the Fairbanks Type Registering Beam. It is a **Positive Profit Protector.**



A grip of the handle prints the weight.

Fairbanks, Morse & Co.

Chicago
Cincinnati
Cleveland
Denver

Detroit
Kansas City
Louisville
Los Angeles

Omaha
Portland
St. Louis
St. Paul

Salt Lake City
San Francisco
Seattle
Spokane

Conserving the Country's Food Supply

will be efficiently done if every one in this good old nation of ours lends a hand. No other class of men can do more to carry this out than the grain shippers of the country. Upon them depend the prompt and efficient handling of that most important commodity—GRAIN.

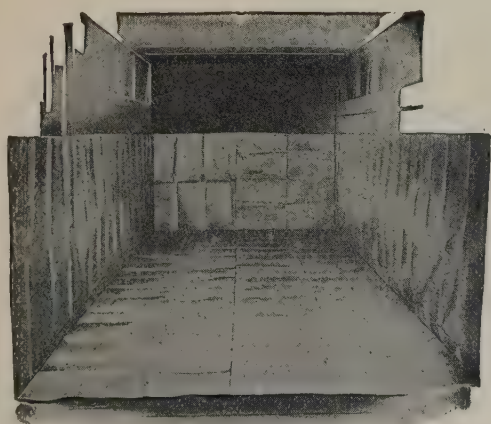
With the Government making strong demands on the railroads, it is to be expected that the grain shippers will be obliged to use all classes of cars, regardless of their condition. It is the duty of every shipper to see that the car he is loading with grain is in such condition that it will not leak in transit.

What are you doing? Are you prepared to get every grain to the terminal markets instead of scattering it along the road bed? If you have not yet purchased your supply of

KENNEDY CAR LINERS

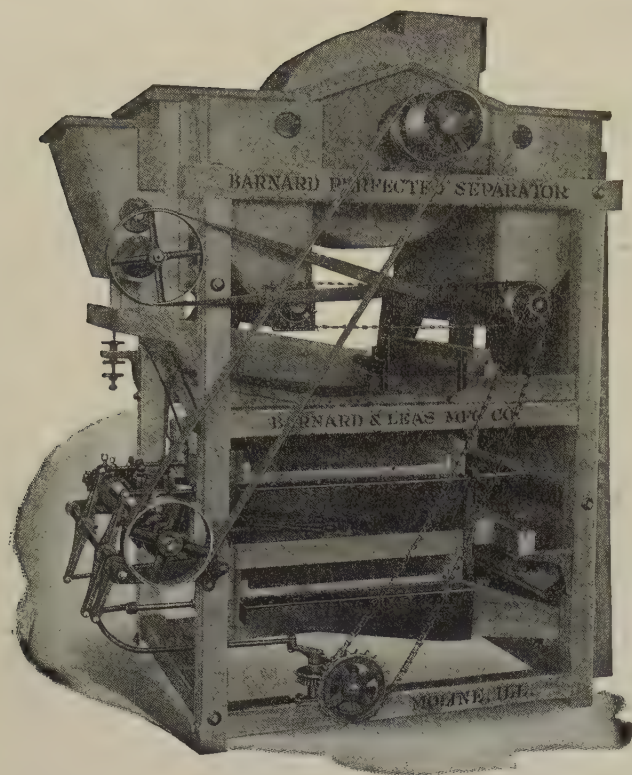
you better get busy and send that order in at once. Shippers all over the country are ordering now, and you don't want to experience any more delay than is absolutely necessary.

Kennedy Car Liners are made in various types suitable for all cases of leaky cars: KENNEDY STANDARD LINERS being for cars in general bad order; KENNEDY END LINERS, intended for cars with defective ends and corners; and the KENNEDY GRAIN DOOR LINERS furnish protection at the grain doors, the paper being so reinforced as to be securely effective. After a shipper has become accustomed to their use the liner can be installed in a very short time, and time saved in patching an old car is alone worth the price of the liner.



Don't forget that you are as much concerned in the conservation of food as any one else, so it behooves you to guard against your greatest evil—the bad order car. Drop us a post card at once and let us help you—and everyone.

THE
Kennedy Car Liner & Bag Co.
Shelbyville, Indiana



The Supreme Attainment in Grain Cleaning Machinery

The Barnard Double Side Shake Receiving Separator is a revelation in grain cleaning. It is a comparatively new machine, having been on the market only a few years. Like all other machines put out under our name, it is supreme in its field. This statement is substantiated by the large number in use and its satisfied users.

This is a five sieve, automatic separator, consisting of an upper end-shake scalping sieve and four lower side-shake main sieves, four cockle or sand sieves and traveling brushes underneath—not on top of sieves.

Its many individual features, described in our catalog, which is yours for the asking, will prove to you that it is the machine you need to bring your business up to a profit-making basis. We want to hear from you regarding this machine. Write today—a post card will do.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

★ MILL FURNISHERS ★

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Dirt Cheap—

but not when paying for its worth in weight of grain at present market prices.

Grain men have realized this, and good, sound, marketable grain now commands a premium today.

Wise shippers are taking advantage of this fact. Why not you? They have, or are, installing a

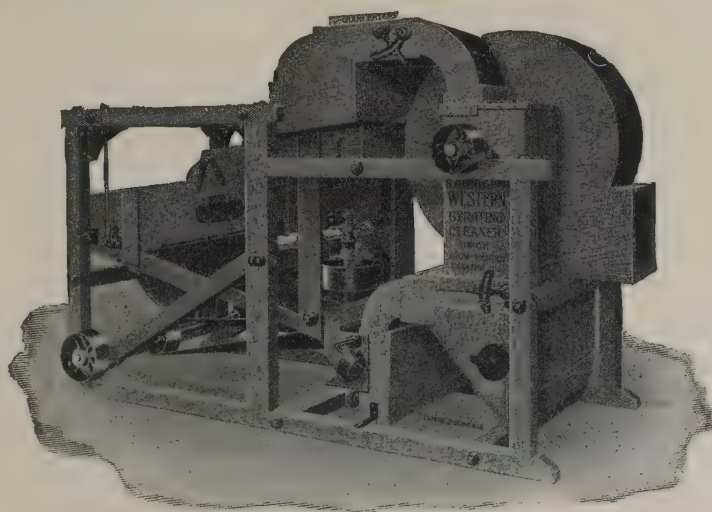
WESTERN GYRATING CLEANER

Most convenient, least expensive, greater capacity, better separation, cleaning and control of any other cleaner made. An equal balance assuring less vibration, and in addition possessing greater durability of machine.

It will clean corn, oats, wheat and other small grains perfectly.

Here's the biggest, best and last cleaner improvement you will have to ever make. Let us tell you more about it—or, better yet, write for our catalog of the "Western Line."

UNION IRON WORKS, Decatur, Ill.

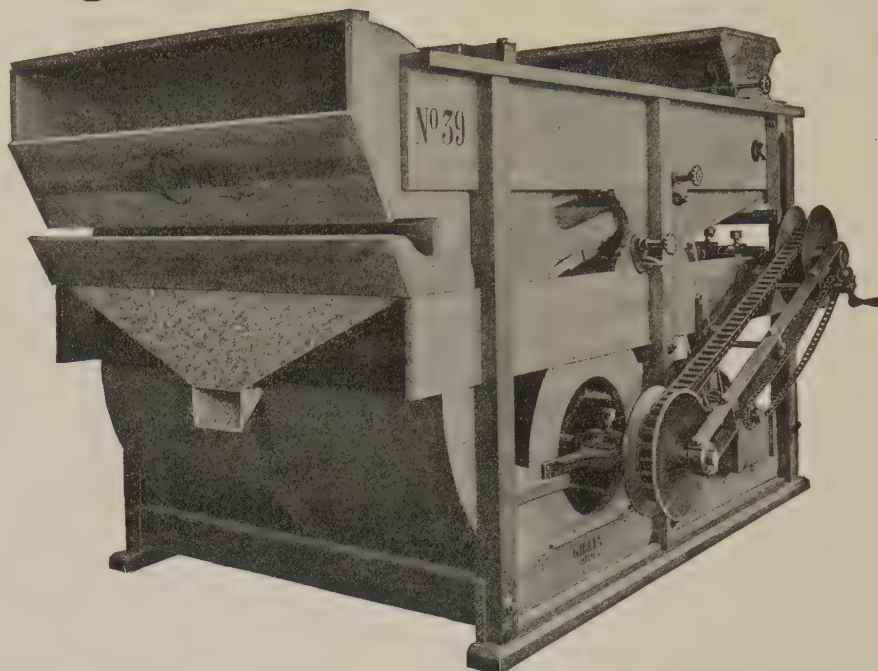


The "Clipper" Grain & Seed Cleaner

WITH
Variable Air Regulator

Different kinds of seeds and grains, and different conditions of the seeds or grains, call for varying strength of the air blast used in separating the dust, chaff, and light, shrunken seeds or grain from the heavy, perfect seeds and grain. The Clipper Variable Air Regulator gives exact control of the air blast at every desired point. "From a zephyr to a hurricane" (and every intermediate point between) exactly describes the range of air blast that can be secured by this mechanical device. We can produce a blast strong enough to blow out the heaviest grain, peas or beans, and by an adjustment requiring but an instant reduce the blast sufficient for handling the lightest seeds, such as timothy, red top or blue grass.

Write for circular
giving full
description.



The No. 39 Cleaner, shown herewith, is equipped with our new Variable Air Regulator. A perfectly uniform air blast, absolutely under control and entirely free from fluctuation, is one of the most essential and important considerations in cleaning seeds and grains.

A. T. Ferrell & Co., Saginaw, W. S., Mich.

We can furnish sets of Grain Testing Screens consisting of four screens and one blank at \$2.75 per set postpaid.

THE RICHARDSON

Separates
OATS—WHEAT—BARLEY



No
Grain
Wasted

Large
Profits
Every
Season

Our New Center Track Guarantees Durability
Write for particulars

Richardson Grain Separator Co.
15th Ave. S. E. and N. P. Tracks Minneapolis, Minn.

OUR IMPROVED RAILROAD CLAIM BOOK

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in Transit.

Form B—Loss of Quality Due to Delay in Transit.

Form C—Loss in Market Value Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnishing Cars.

Form E—Overcharge in Freight or Weight.

These five forms are well bound in three styles, as follows:

Form No. 411-A contains 100 sets all Form A. Price \$1.25.

Form No. 411-E contains 100 sets all Form E. Price \$1.25.

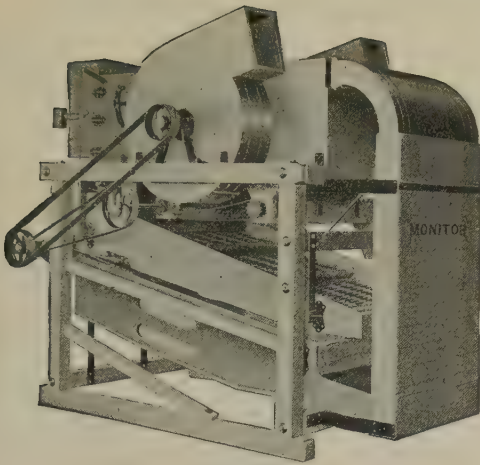
Form No. 411-S contains 60 sets Form A, 10 sets Form B, 10 sets Form C, 10 sets Form D and 10 sets Form E. Price \$1.25.

Send all orders to

GRAIN DEALERS JOURNAL

315 South La Salle Street

CHICAGO, ILL.



"Combined"
Corn and Grain
CLEANER

America's Bes

Monitor

A heavy cut in cleaning time and cost

Hundreds of pleased owners are enthusiastic over the lower cost in cleaning—the simpler method of handling **both** corn and small grains, cleaning with this "Combined" machine. We, the originators of this type of cleaner, offer you a machine free from an experimental feature of any kind—a cleaner that will unfailingly perform with unequalled efficiency, dependability and economy. If you handle both corn and small grains, see our literature and list of users.

HUNTLEY MFG. CO., Silver Creek, N. Y.

U MAY

find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.

Grain

Drying For Nothing

Exhaust steam from the engine contains about eighty percent of the heat required to make the steam originally.

A grain drier can be successfully operated with exhaust steam at five pounds pressure, so if you use your exhaust steam for this purpose then you can dry your grain for nothing.

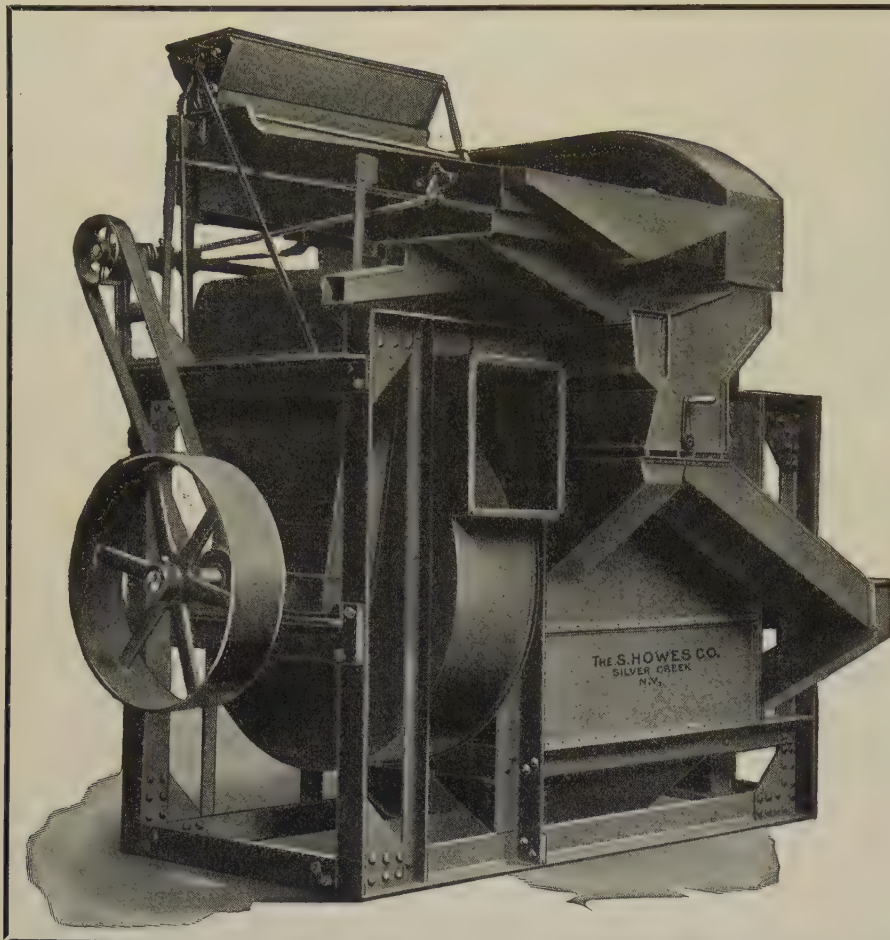
Have you ever thought of it in this way before?

If you use your cobs for fuel, then you can operate most cheaply.

We can supply you with the right kind of steam engines and boilers to do this kind of work.

Chandler & Taylor Co.

INDIANAPOLIS, INDIANA, U. S. A.



A number of "Eureka" Steel Oat Clippers

like the one here illustrated were recently sold to a prominent grain firm.

These machines were designed and fabricated in the shops of

The S. Howes Company
SILVER CREEK, N. Y.

THE DOCKAGE SYSTEM

After July 1st all wheat will be subject to dockage for foreign matter.

Every country shipper will be compelled to provide himself with the necessary apparatus to make tests.

THE EMERSON TESTER

guarantee a perfect test according to the new federal rules. Not one kernel of oats left in the wheat. Over 7,000 elevators, flour mills, grain inspection departments and the U. S. Grain Standardization Department are users of the Emerson tester.



W. H. EMERSON & SONS
Campbell St. and M. C. R. R. DETROIT, MICH.

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Cleaner	Car Loader
Sheller	Conveying Machinery
Buckets	Transmission Rope
Boots	Sample Envelopes
Belting	Power { Gas Engine
Portable Elevator	{ Kerosene Engine
Power Shovel	{ Motors
Car Puller	Dump
Scarifying Machine	Storage Tanks
Gravity Cleaner	Feed Mill
Clover Huller	Elevator Leg
Manlift	Distributor
Bags and Burlap	Car Liners
Transmission Machinery	Scales
Separator	Moisture Testers
Grain Driers	Oat Bleachers
Grain Triers	Oat Clipper

or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



REDUCES Cost of Insurance Number of Accidents Labor

The reduction of these three things will go a long way in adding materially to your year's profits. The saving affected in the cost of insurance alone will pay for a manlift within a very short time. Accidents are always costly—in more ways than one. A man can get to the cupola of your elevator in half the time on a manlift that he spends in walking up the stairs. Now in selecting a manlift, bear in mind that there is only one that is called the

CONSTANT SAFETY MANLIFT

It is installed in hundreds of elevators throughout the country and is known to be the easiest and cheapest operated manlift on the market, and as for safety, it is the safest. It is equipped with ball bearings, adjustable brakes. All brakes work independently of each other.

Send for our latest catalog which gives more detailed information regarding this manlift together with our other grain elevator equipment. It is free for the asking.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$4.25

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

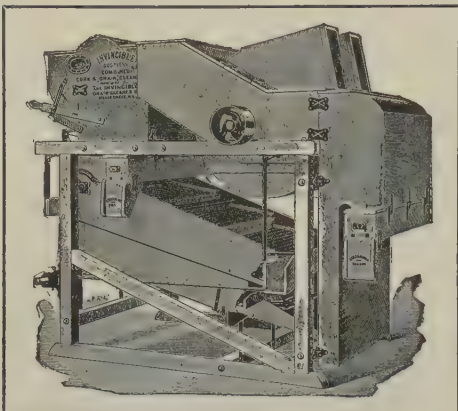
GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

**Have You
Seed For Sale?**

**Do You Wish
To Buy Seed?**

**See our "Seeds For Sale—
Wanted" Department
This Number.**



The More The Merrier

The Invincible Corn and Small Grain Cleaner saves you oodles and oodles of floor space. It re-cleans corn, wheat, oats—all small grains. The more you give it to do, the greater its earnings. A turn of the switch diverts the stream to its proper screen.

You ought to get the full facts about this wonderful space, time and money saver.

Guarantee: "Satisfaction without Reservation"

Recently Installed by
S. A. JORDAN
Decker, Ind.

Invincible Grain Cleaner Co.

Dept. 4 - Silver Creek - New York

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 - South Bend, Ind.



For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

Accuracy Sells
Simplicity Pleases
Efficiency Satisfies



Richardson Automatic Type Registering Scales

Richardson Scale Co.
Passaic, N. J.



ALBERT MILLER & COMPANY

Handlers of everything in

HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie
Clover Packing
Alfalfa Straw

192 N. Clark St.
CHICAGO, ILL.

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS

BOWSHER FEED MILLS

**GROW
HEALTHY
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running**. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog
and folder about the value of different feeds and manures.

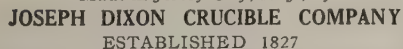
The N. P. BOWSHER CO.
South Bend, Ind.



Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal

WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES. THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS OF ONLY THE BEST

ZELNICKER IN ST. LOUIS



in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

Coal Handling Machinery

If you are confronted with the problem of how to reduce your

Coal Handling Costs

our engineers will solve the trouble—no charge for this service.

We design and manufacture Coal Elevators, Conveyors, Belt and Apron Conveyors, Pockets, Screens and Chutes, Wagon Loaders, Bagging Hoppers.

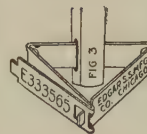
Write for Catalog No. 16. Address nearest office for quick service.



GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington St.
Hudson, N. Y. New York Boston Philadelphia

STOP THE LEAK



by using the Edgar Security First Car Seal. It furnishes positive evidence to locate and stop pilfering for less than a one cent postage stamp per car.

Ask us for prices and samples NOW.

Edgar Steel Seal & Mfg. Co.
Lawrence, Kansas

Makes Car Loading a Pleasure

Handling ear corn or small grain with a Hart elevator is easy. It elevates 1000 to 2500 bushels per hour and can be used for filling cribs or granaries and for loading cars. Machines are portable and can be quickly moved from place to place, may be operated with either engine or horse power.

Our Catalog gives all particulars.

Ask for Catalog giving full particulars.



HART GRAIN WEIGHER CO.
Dept. D " Peoria, Ill.

CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL
315 S. La Salle St., CHICAGO, ILL.

The Automatic Dump Controller

USED EVERYWHERE

WHY!

Efficiency is one of the greatest necessities today. There will be a vast amount of grain handled during the coming Seasons especially, on account of the War Situation. Therefore speed and accuracy are very much in need. You cannot wait to repair your dump between loads, you must have the equipment that will handle your dump without jarring and bumping, and without frightening the horses.

A Soldier of the Dump, am I,
A Soldier brave and true,
I passed them ol' exam's, just why
Is what I'm telling you.
You see I'm good as good can be,
I b'lieve in great simplicity—
When the wagons drive upon the dump,
I don't allow that jerk and bump,
I just say, Boys, "Be kerful Sil!
And gently let the ol' cat die,"
And down she sinks with ease so sweet.
That if it were a dream complete,
You could not ask for more.

Circulars upon request.

L. J. McMILLIN
523 Board of Trade Bldg.,
INDIANAPOLIS, INDIANA

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York

Prevent
CLAIM LOSSES
with

TYDEN CAR SEALS

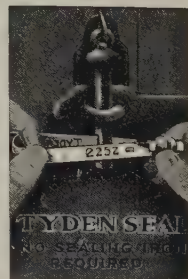
Bearing shipper's name and consecutive numbers.

6000 SHIPPERS
Are now using them.

Write for samples
and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8½x13¾ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$2.25
Form 43XX—400 Pages, \$3.75

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.

OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

SEE IT?

It's yours if you want it. It's a sample of the best belt for either conveying or elevating grain.

It's

REXALL

Double-Stitched Belting

The plies cannot pull apart, because of the scientific method of double stitching which is used. The body or core is stitched separately, making a complete belt in itself. The casing is then put on and the belt is restitched through and through.

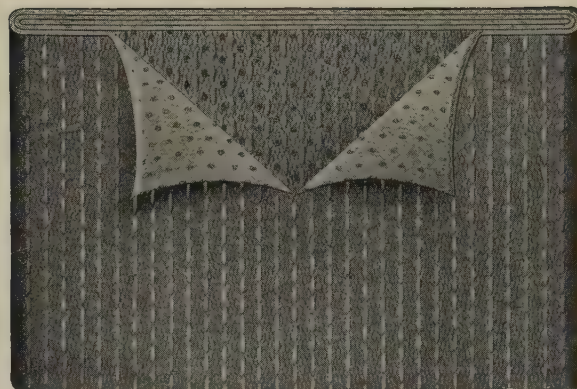
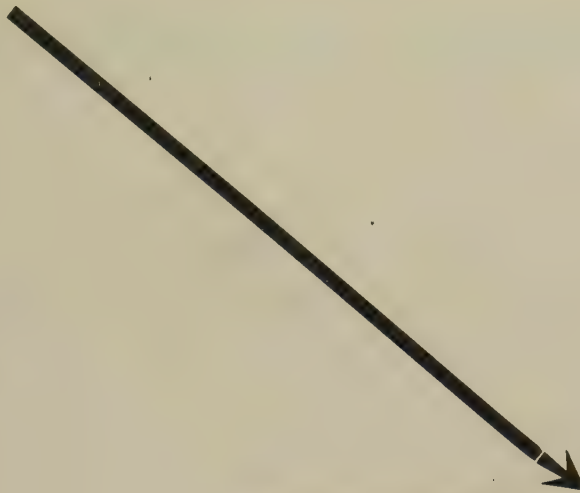
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Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

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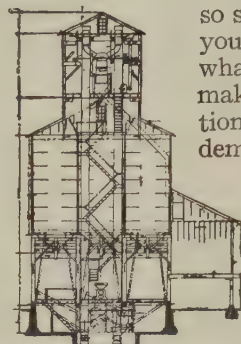
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Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the ————R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

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Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14½ inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

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ORDER FORM 40 contains 36 pages, bound in heavy canvas covers with spaces for registering 9,000 cars. Price, \$1.50.

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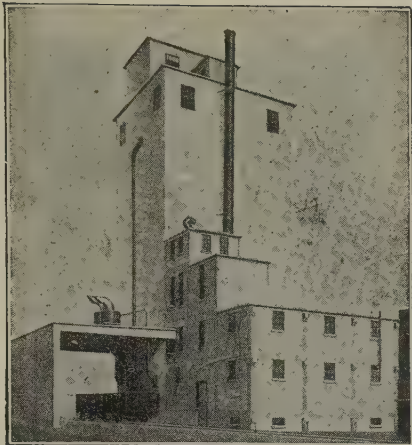
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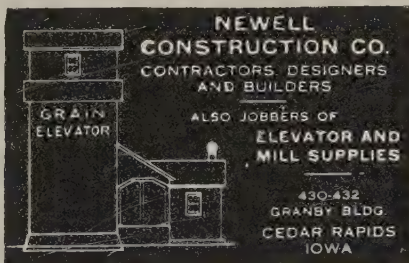
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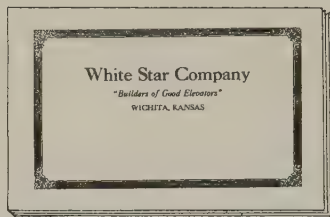
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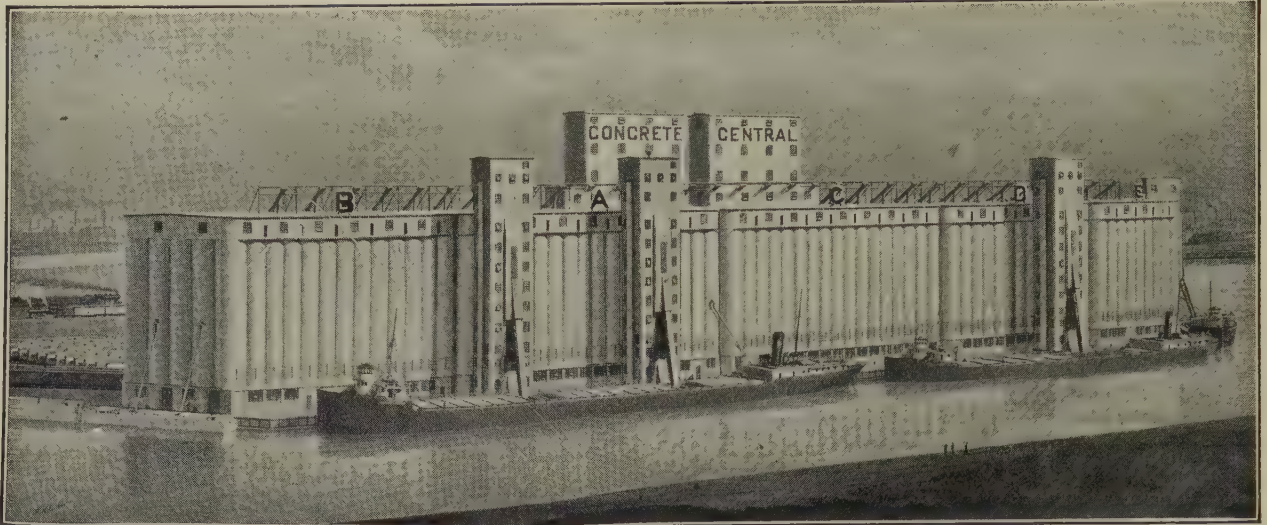
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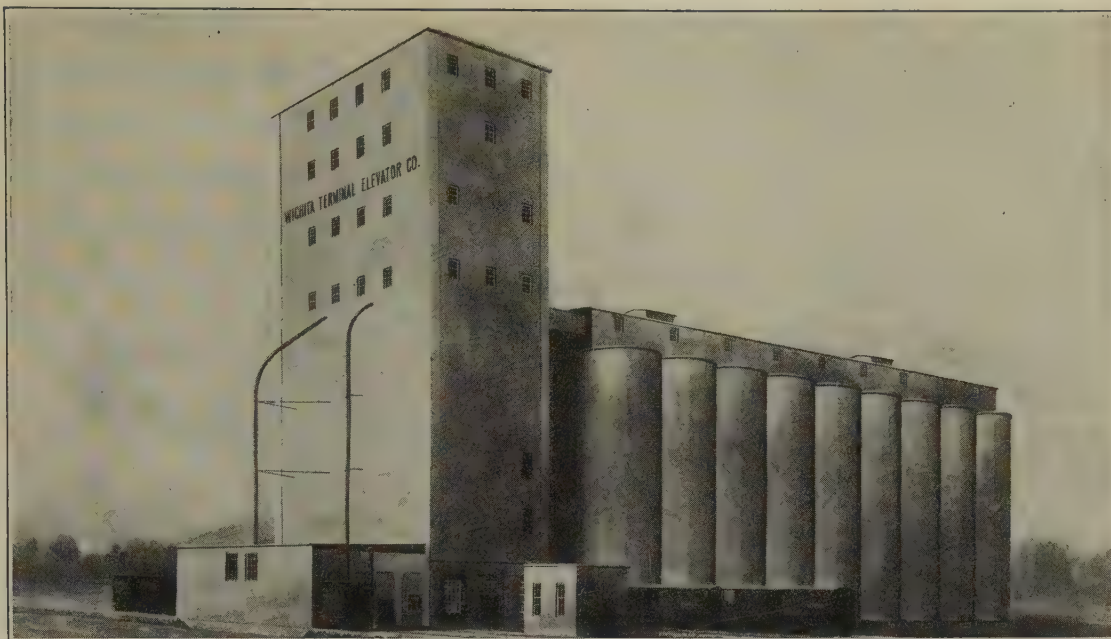
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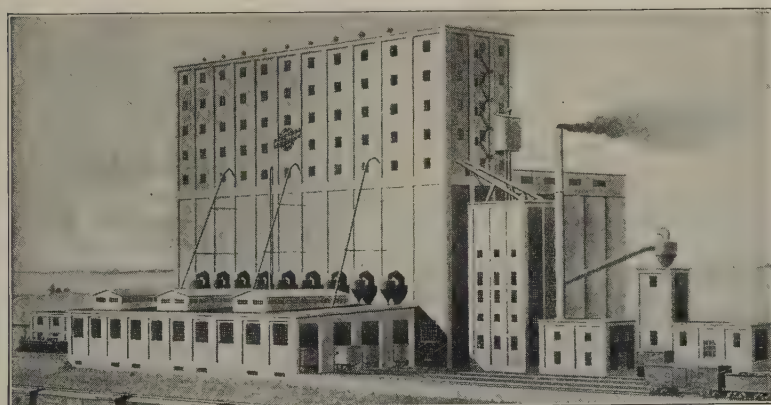
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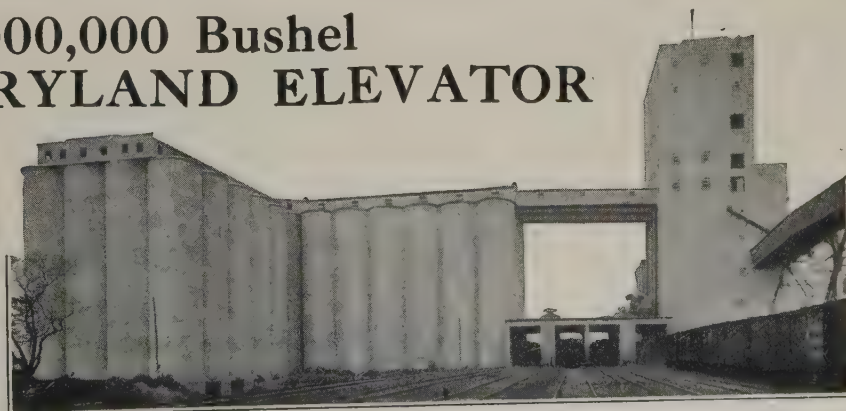
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It operates on fuel, crude, solar and gas oils, also kerosene, naphtha and distillate.

No batteries, magnetos or dynamos.

Fewest working parts of any engine.

Built for hardest service.

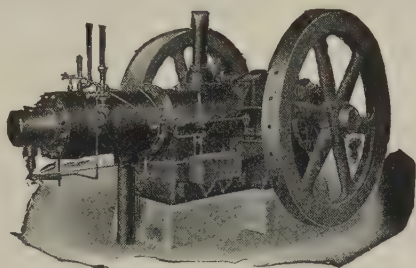
Simple, durable, efficient and economical.

It's the engine for YOU. Write for catalog.

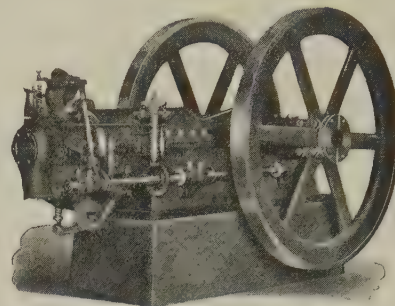
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This Engine Starts and Operates On Crude Oil

No Batteries No Torches
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The most economical
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The St. Marys Oil Engine Co.: I am glad to say that the 20 H. P. H. O. Type St. Marys engine we purchased from you is giving perfect satisfaction. It is much better than we expected. It pulls our flour mill, one 30-in. corn burr, and one 70-bu. per hour corn sheller, and doesn't seem to have any load. COTTAGE GROVE MILLING CO., J. H. RIDGWAY.

Your Engine Room will pay dividends if equipped with H. O. Crude Oil Engines.

Write us for further facts on the H. O.

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**Eliminates
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We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

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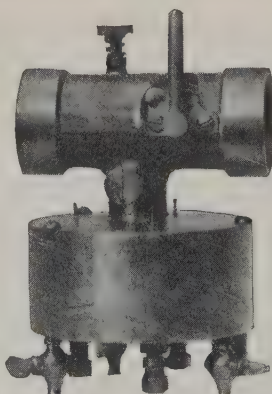
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Makes a KEROSENE ENGINE out of any make or type of engine, and saves 60% of the Fuel Bill. Ask the

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

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SEPARATORS Are Like the Mint — Every Day They Operate a Steady Stream of Dollars Pours into Your Cash Drawer.

The reason is that the principles and practical construction carrying out the principles is right. For instance take our system of working two independent fans.

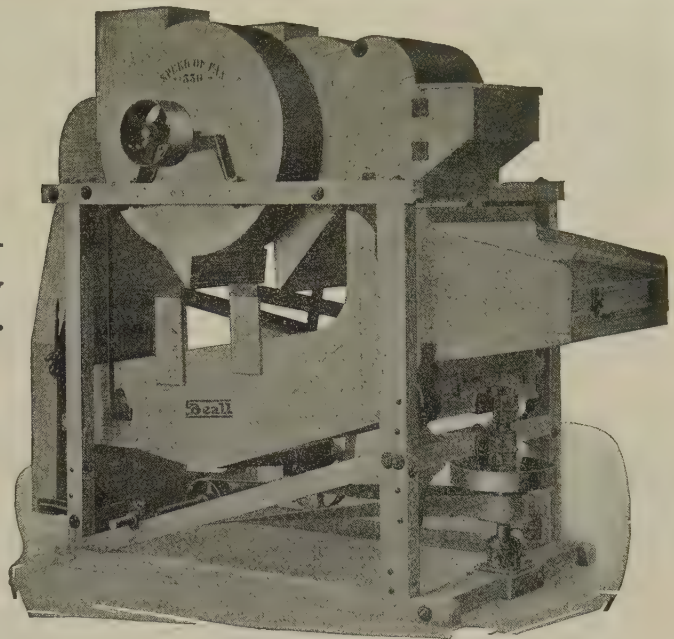
The air regulation is so perfect that there are never any "dead" spots where grain is not cleaned, or "over strong" spots where good grain is carried off because of too much air.

After the grain has passed over the alternating side and end shake sieve, over the main, cockle and sand sieve, it drops into a wide air trunk.

Here, another strong suction of air carries off light particles of dust and foreign materials, and leaves the good grain for profit.

The Beall is a splendidly balanced machine and will meet every requirement of Federal or any other grades.

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is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for—Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

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Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

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Prices and Service will interest you

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Fire Proof

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The Knickerbocker Co.,

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GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS, CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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Grain Receiving and Stock Book

Is a book designed especially for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up the columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs., price, amount paid and remarks.

Printed on heavy Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9 x 12 inches, giving room for recording 20 wagon loads.

Order Form No. 321.

PRICE, \$1.75

GRAIN DEALERS JOURNAL
La Salle Street, Chicago, Ill.

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Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa, 6-1-15.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to.

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FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 20c per type line each insertion.

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Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold ——— Bushels of ——— at ——— cents per bushel, to grade No. ———, to be delivered at ——— on or before ———." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

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The rate for advertisements in this department is 20 cents per type line each insertion

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FOR SALE—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

KANSAS elevator, in hard wheat belt. Must sell on account going to war; will sacrifice. Address Hard, Box 4, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA elvtr., 50,000 bus. capacity, mill 125-bbl. cap. \$42,000; terms; inventory our office. Hale, 452 Monadnock Bldg., Chicago.

TWIN ELEVATORS for sale; no competition here, located in Western Ohio. \$200,000 to \$300,000 business annually. Address Twin, Box 1, Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR for sale, 35,000 capacity, 250,000 to 300,000 bus. business annually. Farmers elevator competition, but they buy right. Address Maid, Box 4, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

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NORTH DAKOTA elevators for sale at two points thirty miles apart. New, 35,000 bushel capacity, located on the Northern Pacific in southwestern part of state. Crops fair, good territory. Address Dakota, Box 3, Grain Dealers Journal, Chicago, Ill.

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FOR SALE—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Dershimier, Dryden, N. Y.

BEST ELEVATOR proposition in the state of Michigan. 25,000 capacity house in good wheat, oat and bean country, doing a large business. Good coal and feed business in connection, located on Grand Trunk main line 30 miles west of Port Huron. Reason for selling, ill health. If you mean business, write C. R. Taylor, Capac, Mich.

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TWO elevators in best grain country of Western Minn. and Dak. Best of competition. Coal in connection. Want improved farm. Address States, Box 4, Grain Dealers Journal, Chicago, Ill.

DEEDED So. and Western No. Dak. land to exchange for grain elevator—clear. Mortgage on land, \$1,500 per 160 acres, 5 years 6%. Price \$25 per acre. Address Rural, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

HALE & COMPANY.

Business Brokers—Investments. 452 Monadnock Bldg., Chgo., Harrison 5060.

Any legitimate business, elevator, stock or property sold or exchanged on commission; 14 years' experience; large staff trained, competent salesmen. **QUICK RESULTS. STRICTEST CONFIDENCE.** References "former clients."

BUSINESS OPPORTUNITIES.

FOR SALE—Our warehouse and business in a good territory; very little competition. Good reason for selling. Terms, part down, balance on time. Address Overhalt Bros., Freeport, Mich.

FOR SALE—Hay and feed business, coal and Mason materials. No competition in town; large dairy district surrounding. Will sell for cost of buildings; siding, yard and good will thrown in. Fred. L. Bascom, East Millstone, N. J.

WANTED to exchange quarter sec. good farm in Washington Co., Kans., well improved, for elevator, live stock or lumber business, or would take in a good partner. Location Iowa, N. W. Mo., Eastern Neb. or Kans. Box 243, Linn, Kans.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

ELEVATORS WANTED.

WANT to buy four or five elevators in Western Iowa in good corn and oats territory. Address Box 546, Geneva, Neb.

WANTED to lease or buy country elevators in good grain territory in Nebraska. Address Nebraska, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED to buy or rent—Eastern Iowa elevator in good grain section. Mean business. Address Cedar, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy an elevator in Western Iowa or Eastern Nebraska, doing not less than 125,000 bu. business annually. Give full particulars. Address Hill, Box 3, Grain Dealers Journal, Chicago.

MILLS FOR SALE

FOR SALE OR TRADE—Up-to-date water power flour and feed mill, doing a good business. Concrete dam; 20-bbls. cap. on flour; nothing better; good location. Address S. S. Coen, RD 1, Palmyra, Pa.

FOR SALE—Southern Michigan water power grist mill, saw mill, planer and matcher; cider mill and apple butter boiling outfit. Everything in good shape. Poor health is reason for selling. Fred R. Preston, Constantine, Mich.

FOR SALE—50-bbl. mill in Central West Virginia. Erected in 1911, on sidetrack of C. & C. R. R. in thriving town of 2,000 inh. 6,000 bu. elevator, storage room, large hay barn. Natural gas power. On account of ill health, will be sold at a bargain. Address Gassaway Milling Co., Gassaway, W. Va.

FOR SALE

Mill and mill property of 32 acres; mill is 30 barrels full roller process, with burr for buckwheat and chopping; up-to-date machinery; doing a good business now; plenty of grain at mill door; never-failing water power. Parties wishing to buy call at premises or write J. R. Twigg, Cumberland, Md. RFD No. 2, Box 28-a.

MILL PROPERTY FOR SALE.

A 35 hp. water power mill in the city of Phillipsburg, New Jersey, 6,500 population; five railroads. Will sell as a whole or take a practical miller with \$5,000, as partner to run it; \$15,000 cash now subscribed to start the business. Apply to David L. Emanuel, Karlton Hotel, Easton, Pa.

FOR SALE—75-bbl. brick mill. (Barnard Leas) Moline system; one of Illinois' best counties; plenty of wheat and corn; crops good. Everything complete, ready to run, machinery good as new; the best location in Illinois. Would trade for improved farm. Reason for selling, lost my husband. Come, see for yourself. Mrs. Geo. Starger, Toledo, Ill.

FOR SALE.

150-barrel flour mill with elevator attached, railway trackage; A-1 running condition, now operated under lease expiring August 1st. Ellis machinery thruout. No better location. Elevator ships over one hundred thousand bushels grain annually. Will sell if taken quick at fifty per cent of actual cost to build; any reasonable terms or trade for land not encumbered. McGray & Kjelstrup, Underwood, N. D.

HELP WANTED

WANTED—Man to run grain cleaning machinery. J. J. Badenoch Co., 2014 West 17th St., Chicago, Ill.

WANTED—By Chicago house live solicitor for Illinois. Address Trade, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Good all around second man in elevator. German preferred. Address Plant, Box 3, Grain Dealers Journal, Chicago, Illinois.

WANTED—Grain buyer for Farmers Elevator Co. Northwestern Minnesota point. In replying state experience and give references. Secretary, Farmers Elevator Co., Strandquist, Minn.

WANTED—Man to take first place in country elevator, one who is able to keep house in good shape. Good wages and steady work. No Boozers. Address P, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—Elevator manager. Must be an experienced grain buyer and flour and feed salesman, competent to handle a few men. Location in city of 30,000. State age, salary expected and references. Address Baldwin Elevator Co., Minneapolis, Minn.

WE HAVE AN OPENING for a good reliable miller and road man for a sixty barrel capacity mill. Can furnish employment the year round to the right kind of a man. Address Lock Box Number 207, Akron, Indiana.

WANTED—By Albion Farmers' Elevator Co., live young man with experience, to manage elevator, handling all kinds of grain, beans, feed and fertilizer. State terms and experience at once, Albion Farmers' Elevator Co., Albion, Mich.

FEMALE HELP WANTED.

CORRESPONDENT and entry clerk wanted for Circulation Dept. Must type letters. Address Subscription Mgr., Grain Dealers Journal, Chicago, Ill.

**HELP WANTED.
WITH INVESTMENT.**

WANTED—Grain accountant as Secretary of Grain Commission incorporation, located in small city. Must be Protestant thoroughly familiar with auditing and capable of taking charge of office, with some money to invest in stock of company. Give full particulars in first letter. Address Fire, Box 4, Grain Dealers Journal, Chicago.

WANTED—An experienced grain man capable of taking responsibility of buying and selling grain for Grain Merchant and Commission House located in small city near Central Illinois. Members of all exchanges with terminal connections. Must be Protestant and willing to make investment in business. Address Commission, Box 4, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED.

ADDRESS WANTED of C. A. Stewart, an ex-agt. for McCaul Webster Elvtr. Co. A. Moseman, Lyons, Nebraska.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

PARTNER WANTED in grain business; country station Central Ohio; good territory. Address Country, Box 2, Grain Dealers' Journal, Chicago, Ill.

PARTNER WANTED—Man with capital to handle new wheat crop. \$250,000 business last year. Handle coal, implements, feed and flour in town of 1,500. Address Free, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED

POSITION wanted as grain buyer in Farmers elevator in Eastern N. Dak. or Northwestern Minn. Address Two, Box 3, Grain Dealers Journal, Chicago.

WANTED—Management Farmers' elevator; seven years' experience; ref. In answering state particulars. Address Bill, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as engineer or elevator foreman by young man. Five and one half years experience; good mechanic; sober and steady. Reference from former employer. Address Box 123, Dixon, Iowa.

WANTED—Position in grain elevator; 7 years' experience in buying grain and live stock; 33 years old, married. Best of references. Address Rest, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager country elevator; 10 years' experience; married. Speak German. Address H, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Position on the road with some good grain firm, to travel in the Dakotas, Minnesota, Iowa or Nebr.; 17 years in the grain business, best of references. Address Broom, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as mgr. country elevator by capable, energetic married man. 30 yrs. old; 8 yrs. exp. in operating country elevators. Can keep house in good order. A-1 ref. Address Throw, Box 4, Grain Dealers Journal, Chicago.

WANTED—Position in any line of the grain business; have had 15 years experience. American, married, strictly temperate. Can furnish ref. from present employer; with them 10 years. Address Ten, Box 4, Grain Dealers Journal, Chicago.

MIDDLE aged man with ability and experience in grain, lumber and side-lines desires position as manager of Farmers Elevator Company. Competent bookkeeper. Good habits, clean record and high grade references. Address High, Box 3, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SCREENINGS WANTED.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

**BACK NUMBERS
GRAIN DEALERS JOURNAL
WANTED**

Will pay 25c a copy for Grain Dealers Journal Vol. VII Nos. 1, 2, 3, 4, 5, 6, and 7, also for Vol. VIII Nos. 9, 10, 11, and 12. Address A. Keady, Room 507 Traders Bldg., Chicago, Ill.

STEAM ENGINES—BOILERS.

FOR SALE—One Atlas four-valve steam engine, 72 h. p. Also have some large shafting and boxes and one 16-inch double leather belt. Bargain for quick sale. J. J. Landes, Kirwin, Kans.

BOILERS, 15, 25, 30 and 45 horsepower; engines, 20, 50, 60 and 150 horsepower; gasoline engines, 6, 12, 15 and 40 H. P. Pumps, heaters and tanks. Casey Boiler Works, Springfield, Ohio.

**SECOND-HAND BAGS AND
BURLAP.**

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. **WM. ROSS & CO.**, 409 N. Peoria St., Chicago

PROPOSALS.

GOVERNORS ISLAND, N. Y. H. Sealed proposals, in triplicate, for furnishing COAL, FORAGE and STRAW, MINERAL OIL and GASOLINE (three months' and nine months' supply), required at posts in Eastern Department during the period from October 1, 1917, to June 30, 1918, will be received here until 11 a. m., September 3, 1917. Further information on application to Department Quartermaster.

PROPOSALS FOR FLOUR, OATS, dried fruit, etc.—Department of the Interior, Office of Indian Affairs, Washington, D. C., August 17, 1917. Sealed proposals, plainly marked on the outside of the envelope: "Proposal for flour, oats, dried fruit," etc., as the case may be, and addressed to the "Commissioner of Indian Affairs, 308 South Green St., Chicago, Ill.," will be received until 1 o'clock p. m. of Monday, September 10, 1917, and then opened, for furnishing the Indian Service with beans, canned goods, corn meal, cracked wheat, dried fruit, feed, flour, hominy, oats, rolled oats, rolled barley, etc., during fiscal year ending June 30, 1918. Schedules giving all necessary information for bidders will be furnished upon application to the Indian Office, Washington, D. C.; the U. S. Indian warehouses at Chicago, Ill., St. Louis, Mo., and San Francisco, Cal. The department reserves the right to reject any and all bids, or any part of any bid. Cato Sells, Commissioner.

FEEDSTUFFS.

WANTED—Quick shipments hay, oats, mill feed. Fair demand. J. M. Williams & Co., Memphis, Tenn.

SCALES FOR SALE.

REFITTED 80 ton 42' Howe R. R. track scale, \$450.00. Also several Howe and Fairbanks wagon scales. Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

FOR SALE—One thirty thousand pound capacity Fairbanks Hopper scale. One ten thousand pound capacity Fairbanks Hopper scale. These scales are in first class working order. The Spelts Grain Co., Sterling, Colo.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.

1009 West Ohio Street

Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—5x14 ft. Boot Tank, good condition, at one third price. A. Moseman, Lyons, Nebraska.

FOR SALE—5 gal. Bowser pump and 1,000 gal. tank, new; complete outfit. Wheeling Inn, Wheeling, Ill., Mrs. Harper.

FOR SALE—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

FOR SALE cheap, several double cleaners for grain or seed; want to close at low price; successfully used by hundreds of grain men. For full particulars, write Johnson & Field Mfg. Co., Racine, Wis.

FOR SALE—Machinery at bargain prices. 1 Alfalfa mill, 1 Niagara dust collector, 1 S. Howes Packer, iron pulleys which range in size from 3x8 inch to 12x60 inch; steel shafting 105 feet, 3 inches in diameter in 15 foot lengths with connections. Write for prices. R. G. Welge, Blackwell, Okla.

BARGAINS. BARGAINS.

Attrition mills, No. 8 Bowsher roller mills, Burr mills, reels, pulleys, friction clutch pulleys, heavy duty belt tighteners, sprocket wheels, boxings, etc. Let us have your wants; we may have it at a bargain as this material is for sale. A. G. Brandt Mfg. Co., Hagerstown, Ind.

FOR SALE—MACHINERY AT BARGAIN PRICES.

- 1—No. 174 "Barnard & Leas" double side shake milling separator with sieve cleaners, capacity 80 bu. per hr., brand new.....\$225.00
- 1—No. 177 "Barnard & Leas" double side shake milling separator, capacity 250 bu. per hr., brand new..... 350.00
- 1—No. 204 "Eureka" counterbalanced milling separator, capacity 450 bu. per hr., rebuilt..... 300.00
- 1—No. 198 "Eureka" milling separator capacity 60 bu. per hr., rebuilt..... 120.00
- 1—No. 197 "Eureka" milling separator capacity 45 bu. per hr., rebuilt..... 105.00
- 1—No. 4 "Invincible" milling separator capacity 80 bu. per hr., rebuilt..... 120.00
- 1—40 bu. "Buffalo" Hopper Scale, rebuilt..... 50.00
- 1—100 bu. "Fairbanks" Hopper Scale, rebuilt..... 75.00
- 1—200 bu. "Fairbanks" Hopper Scale, rebuilt..... 85.00

Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators. We ship to responsible parties on 30 days' time. Write today for our complete bargain list.
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TEUSCHER AND SON MACHINERY SUPPLY CO.

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**We Just Received
125,000 Lbs.**

(2 Carloads)

of New Canvas Stitched Belting in full rolls, and remnants 1' to 48" wide—4-5-6-8-10 Ply. Big Price Reduction. Write for complete list.

MACHINES FOR SALE.

FOR SALE—One No. 3 Invincible double receiving separator. 523 Board of Trade, Indianapolis, Ind.

FOR SALE cheap, 1 40 Advance Owens Cleaner; run three years; in good condition. Genola Grain Co., Genola, Minn.

FOR SALE—3 improved round reel corn scalpings, 1 corn cleaner, 3 large pulleys, good condition. \$300; or what have you? Box 168, Stella, Nebr.

FEED GRINDERS for sale cheap, 18 in. buhr American attrition mill, 2 drive shafts 7 ft. long, 2 pulleys, 39x8 in., 2 take-up blocks, 1 6 in. leather belt. Address Gantter & Bedat Elevator Co., Kaukauna, Wisconsin.

BARGAINS AND QUICK SHIPMENTS.

Fine rebuilt Ball Bearing attrition mills, all sizes. 100 gal. Molasses heating kettle. 22 hp. vertical steam boiler, complete with injector and 50 ft. smoke stack. 9x18 corn cracker with magnetic separator. Also oat crusher, 6x12 corn cracker. 500 bu. Fairbanks Hopper scale. Several Westinghouse D. C. motors.

Any amount of other mill and elevator machinery. Complete equipments scientifically arranged for modern flour and Cereal Mills, molasses stock and poultry feed plants. Plans and flow sheets. Write today.

George J. Noth, Manager,
No. 9 So. Clinton St. Chicago, Ill.

MACHINES WANTED.

WANTED—Second-hand ear-corn elevator machinery, boot, belt, 7x15 cups, top pulley, turn head, etc. Box 158, Malden, Mo.

WANTED—Good second hand combination corn sheller and cleaner. Capacity from 200 to 500 bus. per hour; must be in first class condition and cheap for cash. W. E. Gest, Defiance, Ohio.

SAFES FOR SALE.

FIRE AND BURGLAR proof safes, new and second hand, at a bargain. Safes repaired. Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

DYNAMOS—MOTORS.

FOR SALE—15 hp., 220 volt, 60-cyle, single phase, type R. I. General Electric motor, complete with starter, base and pulley. Reason for selling, installing larger motor. Address Eagle Mill & Elevator Co., Higginsville, Mo.

ENGINES FOR SALE.

FOR SALE—One 8 H. P. International gas engine, good as new. Roberts & Pearson, Maquon, Ill.

GASOLINE ENGINES—We have a few bargains in REBUILT 8-10-12-16-20-24 H. P. engines. Write for particulars. Charter Gas Engine Co., Sterling, Ill.

FOR SALE—1 Fairbanks-Morse 20 H. P. gasoline engine, also 1 Fairbanks 9 H. P. vertical gasoline engine; both in good condition. Miller Bros. Co., St. Anthony, Idaho.

FOR SALE—50 h. p. Fairbanks-Morse oil engine, Type "N. B." Used very little, good as new. Have cheap electric power and don't need it. Chas. Wolohan, Birch Run, Mich.

10 H. P. CHARTER gas engine, gas tank and water tank; in good condition. Will sell for \$150, cost me about \$375. I use electric power and have no use for it. Fred E. Davison, Rock Falls, Ill.

FOR SALE—Meyer Automatic engine, 12 x18 cylinder, 250 r. p. m.; 4 ft. fly wheel with eight grooves per 1 inch. This engine is in excellent condition. Merchants Elevator Co., Davenport, Iowa.

ONE 50 horsepower Fairbanks Morse engine for sale; engine will run on either distillate or gasoline. Will sell at \$1,000.00 FOB Waco, Texas. Engine guaranteed to be in good running order. Clement Grain Company, Waco, Texas.

POWER TO FIT EVERY DEMAND

High grade rebuilt engine values, 1 to 100 hp. at prices you want to pay. Send for big list of engines suited for elevators and mills, for factories and farms, for autos and trucks, for boats and hydroplanes and state your power needs so that we may quote with description.

BADGER MOTOR CO.,
MILWAUKEE, WIS.

GRAIN TESTER FOR SALE.

FOR SALE—Hess moisture grain tester. For price, address Nutriline Milling Company, Ltd., Crowley, Ia.

BARTER AND EXCHANGE.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

A Trial Order

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

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SEEDS FOR SALE.

FOR SALE—Sunflower seed, carlots or less. Southeast Mo. Grain Co., Malden, Mo.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses. Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

OTTO SCHWILL & CO.

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SAMUEL McCausland

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Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogstail seed, etc. Importer of Clover and Natural grass-seeds.

Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

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SOUTHERN bur clover seed in bur, \$1.50 per bushel (10 lbs.). Ten bushel lots or over \$1.35. One hundred bushel lots or over \$1.25. Prices subject to immediate acceptance. Miss Laura Gulley, Wakefield Clover Farm, Furman, Ala.

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Carlot Shippers All Southern Seeds
We buy Clovers, Rye, Barley, Wheat

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We are buyers of timothy, clover, alfalfa and all field seed, local shipments or car lots.

We contract timothy for August and September shipments.

Country elevators and shippers, remember us with samples of seeds you have for sale.

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Peppard Seed Co., J. G., wholesale seeds.
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Busch Seed Co., W. J., seeds and grain.
LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover & grasses.

MACON, GA.

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We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WE ARE in the market for new crop of American grown red clover seed. Send us your samples. New York Seed Co., New York, N. Y.

WANTED—Spring and Winter Barley, bearded and smooth, Winter Emmer, black and white Speltz in carload lots. Submit samples and prices, also state time of delivery. The Barteldes Seed Co., Oklahoma City, Okla.

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NEW CROP MICHIGAN GROWN
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Sweet Clover, Alfalfa,
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We Buy

**RED TOP
ORCHARD GRASS
WHITE CLOVER
ALFALFA**

Send Samples

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Seed Merchants

New York City

SEEDS FOR SALE.

FOR SALE—Black Hills alfalfa seed; \$6 per bushel. For sample, send stamp to Brookside Farm, Buffalo Gap, S. D.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

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FOR SALE—250 bushels recleaned Winter Rye Seed. Sample and price on request. Champaign Seed Company, Champaign, Illinois.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kafir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

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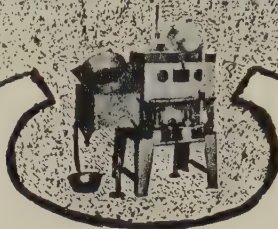
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[Incorporated]

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on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

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CHICAGO, AUGUST 25, 1917

AS ONE college President would say to another college president, "What does the experienced grain dealer or miller know about the fair basic price of wheat?"

COUNTRY GRAIN buyers with flying machine tendencies should not overlook the fact that competitors are entitled to a fair share of the grain and if they will permit them to have it, they can buy their share at a living margin.

THE NEW Liberty Loan which is to be floated this fall will help to keep up interest rates and may force a slight advance over the present figure, so grain dealers who must borrow money will find their cost of doing business considerably increased.

THE FOUNDATION upon which a wagon or track scale rests is one of the most important factors in maintaining the accuracy of the scale. Competent authorities have stated that 90% of all trouble with wagon or track scales arises from defective foundations. Concrete is the best material for scale foundations. Hard stone or brick laid in cement mortar will prove satisfactory, but wood should never be used.

WANTED a lever which will raise the prices of all foodstuffs to a figure attractive to producers and at the same time satisfactory to the consumer. Any suggestions from the supply and demand family will not be considered.

NO LICENSE under President Wilson's proclamation is required of elevator operators or warehousemen who do not handle wheat or rye. This relieves many grain dealers in other grains of the red tape involved in keeping accounts required of the wheat dealers.

THE INTERIOR track buyer who never sees the grain he buys from distant shippers and sells to interior dealers is at the mercy of both buyer and seller. Long trips to gain a personal inspection of the grain cost heavily, but afford the only sure means of determining who is mistaken as to the quality of the shipment.

THE RECENT low temperatures served to remind some of the uneasy dealers that King Corn has not entered on the home stretch yet and that Jack Frost is already hanging on his heels waiting for a chance to nip him. A few hot nights and a warm September are needed to mature a bumper crop in the northern states.

ROPES and levers controlling friction clutches and other means of stopping the machinery in case of accident should be kept in working order at all times. For neglect of this precaution the court held a Baltimore elevator company liable as reported in "Supreme Court Decisions" this number, to the owner of a steamer badly damaged by a resulting fire. The damages awarded were so heavy the elevator company was put out of business.

WITH the wheat Demand fettered by the heavy chains of federal prohibition upon unlimited buying, and shackled to the iron ball of fixed prices, one wonders what influence will draw our faint and timorous Supply from the bins of the farmers. They alone are permitted by the Food Control Law to hold as long as they wish. They can speculate on getting more without fear of being required to take less than the fixed price, and they will speculate just as they always have done.

STORING farmers' wheat for more than thirty days by the elevator operator or miller is to be forbidden by the Food Administrator. If all storing of farmers' grain were stopped the country elevator man and miller would be relieved of a number of abuses such as giving the farmer unlimited puts without charge, tying up valuable storage space when it is needed for storing the owner's grain, and giving the farmer the rise of the market—all bad practices which unfairly saddle extra expenses and losses upon the grain dealer. Stop storing.

FAIRFAX HARRISON, the experienced railroad man, who has been speeding up the railroad service reports that the car shortage was reduced from 148,627 on May 1 to 33,776 on Aug. 1 despite the fact that the railroads were supplying from 15 to 20% more freight service than for the same period of 1916. Evidently a real remedy for car famine has at last been devised and in the interest of the country's efficiency its use should be made compulsory.

WEEVIL in shipments of new wheat seem to prove some country elevator operators are open to the charge of slovenly housekeeping. Elevator boots, heads, spouting and especially the bins of studded elevators require thoro cleaning frequently. Dust, dirt and screenings should not be permitted to accumulate about the elevator as the pests hide in such rubbish and multiply rapidly. When weevil reach the bins they soon damage much grain and reduce the grade of all shipments.

THE August wheat receipts at the principal primary markets give promise of aggregating less than half of last year's receipts. Farmers have enjoyed such high prices since the war started they are in no hurry to accept the prevailing price. They are busy getting in their oats and preparing new fields for the 1918 wheat crop. The guaranteed price for next year's wheat looks good to them and no doubt its profitable figure will effect a material increase in the acreage. Good seed wheat should command fancy prices.

REPORTS which have been received from territory where wheat threshing is well advanced are practically unanimous in declaring that the greater part of the grain is being stored on the farms. Three dollars is the price which farmers are said to be asking for the wheat which has gone into their bins. It remains to be seen just how readily they will release it at any fixed price less than the one they feel it to be worth. The Food Control Law makes no requirements of the producer.

COUNTRY ELEVATOR men are not buying much wheat for two reasons. The uncertainty as to the price at which they will be expected to sell and the dissatisfaction of the farmers with the present price. The law does not require producers to sell their wheat until the price suits them, but wheat in the possession of elevator men may be requisitioned at the so-called "stabilized price." If this price does not suit holders they shall accept 75% of the Government's price and can sue the United States to recover the balance. The elevator operator who in the regular course of his business has bot wheat at \$2.60 to \$2.35 can not fairly be asked to sell at \$2.10 or at any figure below his actual cost, plus a fair handling charge.

DAMP OATS, even tho they be 35 lb. oats and worth 80c a bushel, cannot be safely confined in a closed box car for an indefinite time, as is proved most conclusively by arrivals of bright, heavy, new oats in a heating condition. Haste in marketing grain before it is in fit condition for shipment is sure to result in much unnecessary waste and should not be tolerated. Blow them, drive out the moisture and increase the net returns. Do not pay the price of oats for water.

ONCE MORE the farmers are being offered fake varieties of wheat at extravagant prices. Careful tests made at the agricultural experiment stations have usually proven these "new" varieties to be greatly inferior to the standard varieties. Whenever a better variety is developed the farmers will receive the information from the recognized agencies and it is to these, rather than to alluring advertisements signed by irresponsible persons, that they should look for advice. Grain dealers can render valuable assistance both to themselves and to their patrons by investigating the claims which are made for these "marvelous" grains, as they will then be in position to warn against fakes.

INCENDIARY fires in grain elevators may not occur frequently enough to justify elevator owners working up a frenzy of fear, but a few extra precautions will work no hardship and may save many elevators. Our news columns since the United States entered the war have told of many suspicious fires in grain elevators and some of those extinguished in their incipency have been traced to incendiary origin. When you find oily rags or dynamite near the spot where the fire started rest assured some incendiary is set on destroying your property. All openings should be securely locked and suspicious strangers watched to the end that your elevator and its contents may not go up in smoke from a mysterious cause.

ANOTHER ELEVATOR has been sacrificed to the careless and ignorant handling of gasoline, and another workman is suffering from burns received at the time the plant burned, as recounted elsewhere in this issue of the Journal. A local plumber was employed to install a new gasoline tank, and, not understanding the requirements of the power plant, he did not do it right. The result was an overflow of gasoline, and a fire. Vain regrets will neither restore the destroyed property nor relieve the injured man's pain. Elevator operators should understand by this time that gasoline is a dangerous commodity, and whenever it enters into the reckoning it should be dealt with most carefully, and never should an attempt be made to handle it or to use it except according to the methods that experience has proven safe.

THE WHEAT crop for 1917 is quite certain to exceed the preceding year, but the stocks of old wheat are so small, the country will have use for every pound of the new crop, and it is of the utmost importance that every grain dealer exercise every precaution to care conscientiously for each bushel brought to his house, to avoid waste in handling and in shipping. The value of the new grain is so high that none can afford to handle it carelessly. None of it should be entrusted to weak or defective cars, and all cars should be coopered with unusual care, to the end that every pound may be delivered at destination.

COUNTY or city scale weights must be accepted by the grain buyers of some localities as final. These scales are usually in as poor condition as could be possible, because the sworn weighers rely too much on the fact that they are "public" scales and can not be wrong, and the scales are usually tested by the sheriff, county clerk, or other official who could as well run a battleship as ascertain when a scale is properly installed and weighing correctly. Instances are on record wherein a dealer sued the city for loss occasioned by him because of incorrect weights taken over scales maintained by the city, collecting in full the amount of his claim. Other dealers are known to refuse to buy grain if the seller demands settlement by city or county scale weights. It is not denied that county and city scales can be made correct, and for that matter some of them are correct, but the greater number are in a condition which demands that the dealer refuse to accept weights taken over them if he is to protect himself.

THE CHARGE that the marketing machinery of the grain trade had completely broken down under the emergencies of the war is not justified by the facts. The grain exchanges have been kept open every business day and trading in grain for immediate and future delivery has been conducted with the same care and expedition as always. The restrictions placed upon certain deliveries at the suggestion of federal authorities did more to break down some machinery than all other factors combined. Trading in the other grains has been conducted daily as usual and without complaint upon the part of anyone. The grain marketing machinery is just as reliable and dependable as ever for the efficient, economical and expeditious handling of grain. The only trouble with certain parts of the machinery is the crowbars dropped into it by certain well-meaning but near-sighted persons. If the oat market is left free from interference the greatest crop ever grown will be handled by the regular trade at less cost to the producer and consumer than any other agency could afford or would attempt to handle the crop for.

INSURANCE INSPECTORS and other investigators frequently report the finding of unmistakable evidence that card playing, the drinking of liquor, and other carousing is carried on in many country grain dealers' offices, and occasionally in the elevator itself. These things do not pay; more than that, they have the effect of greatly adding to the numerous fire hazards, and both independent operators and the managers of line companies should see that such things do not occur around the plants under their charge.

A WRITTEN CONTRACT which states that grain applied thereon will be graded according to the U. S. Standards for that grain will do much to obviate trouble with the farmer if he delivers a lower grade than the standard. Grading under these Standards leaves nothing to guesswork, and if the dealer and the farmer can not agree a sample can be sent to a licensed inspector in order that he may give his opinion as to the grade. Inspectors and supervisors do not have jurisdiction over grain which does not move in interstate traffic, but it should not be difficult, in case of dispute, to find a competent person to act as arbiter, and because he can base his examination upon known and unchanging rules his finding should prove satisfactory to both parties.

ECONOMY in war time is just the same as economy at any other time; which means that the article giving the greatest value or rendering the greatest service in proportion to its cost is the cheapest in the end. He who substitutes an inferior food product for a dietary article of proven worth solely on account of price thereby robs his body and lessens his power to serve the nation. White bread has lost none of the properties which made it a food of superior worth in peace times, and, therefore, white bread is the best war bread. Because it is the best, it should be conserved, and the most effective conservation will be that which eliminates preventable waste. The effort to conserve should begin at the time the planting of the wheat is being done, and it should continue to the end. It is a work in which every one, farmer, grain dealer, railroad company, miller, baker and housewife, has a very definite part to perform. The grain dealer's responsibilities are heavy and his opportunities are correspondingly great. Let not one bushel of wheat be sacrificed to carelessness on the part of a grain dealer or his assistants. Leaking bins and spouts, improperly coopered cars, preventable fire hazards, incendiaries, and rodent and insect pests are the logical points of first attack. As the offensive develops other objectives may be included in the plan of campaign and there should be no such thing as retreat, strategic or otherwise.

"Stabilizing" the Price.

"Stabilize" is a new word in the grain market. Webster defines it "To make stable, firmly established, fixed, permanent; strong, or resistant to a breaking force."

The "stabilized" price is an innovation brot to the United States by Herbert C. Hoover, from Europe where it has already been tried. The efforts of the British government have been directed, not toward a fixed price, but a minimum guaranty to the farmer for a period of years, and a control over high prices by the purchase by the government directly in the open markets of the world and by resales at such prices as would keep the price of bread at a reasonable figure, the government even selling the wheat below cost, the taxpayer footing the bill.

In England the price paid the farmer for wheat fluctuates from week to week. It is not stabilized. The average price at English country markets during one recent week was \$2.37 per bushel, which is far above the British government guaranty.

The "stabilized" price is an attempt to set at naught the first law of trade, the commercial axiom that the greater the quantity of any necessary commodity the lower the price, and the less the quantity the higher the price. Having set the price the stabilizers will disregard the ever changing conditions of weather and crops, inflation or deflation of the currency, variation in the cost of production and the relative value of competing commodities. The stabilizers will disregard the differences properly made from time to time in the relative values of the soft red wheat of the central and eastern states, the hard winter of the Southwest and the spring wheat of the Northwest. Left to normal commercial influences the producers of a section having a poor crop got a higher price than the growers in the parts where the crop was good. When there was a superabundance of low grades the discounts increased themselves automatically. These commercial adjustments were going on every hour and every day that the Board of Trade was in session.

To be half as efficient as the Board of Trade the Price Fixing Commission would need to be continuously in session to consider the changing factors in price making. Next Monday it is expected to meet to fix the first, last and only price. After 30 days have passed world information at hand might prove the farmer to be entitled to 10 cents more or the consumer to wheat at 10 cents per bushel less; but the stabilizers will ignore the changing conditions.

Suppose the farmer, his sons conscripted and his cost of production raised by the I Won't Works, concludes that he is entitled to more than the fixed price. How can he be compelled to sell his

wheat at any price when he is specially exempted by the law? Or, suppose promise of peace throws holders of wheat into a panic. Will the stabilizers sustain the market when everybody wants to sell?

Wheat for Future Delivery.

Today all trading in wheat for future delivery will be stopped on the exchanges. This voluntary action has been taken at the behest of the Food Administrator. In view of this action, it would not seem fair that dealers should be permitted to trade in wheat for future delivery outside of the central markets, or for that matter outside the pale of the grain exchange.

It has not been claimed that prices fixed by a committee will come any nearer to being a fair price for wheat than that established thru the sales and purchases of dealers in wheat pits in all parts of the world. Men who go into the wheat pit and back up their opinions as to what is a fair price for wheat with their money, must be accepted as being dead in earnest. They are backing up their opinions with cash, while if the price fixing committee is wrong, its members will not suffer in comparison to the losses of the producers or consumers.

Because the grain exchanges have closed their trading pits, the newspapers have indulged in much twaddle about the pit remaining closed after the war. It has not yet been proved to the satisfaction of experienced traders that anyone is to be helped by the closing of the wheat pits, and until no doubt remains regarding the full effect of their closing, it is abject nonsense to indulge in any predictions regarding what will be done after the war. One thing is quite certain, and that is that unless dealing in wheat for future delivery is continued after the war, the grain dealers and grain manufacturers will not be able to conduct their business on the narrow margins of the past; all handlers would find it necessary to protect themselves against rapid changes in the market by working on much wider margins than they have previously enjoyed.

The newspapers, thru their scare headings of the first page, have educated the public to believe that it is the great sufferer by the manipulations of the wheat pit. The more experts whose opinions, supported by their money, find expression in the wheat pit, the steadier will be the wheat market and the market price will be nearer the figure justified by demand and supply. The daily record of the transactions in the wheat pit has been the guiding chart to values in all lines of business involving wheat or its various products, and those directly interested who thoroly understand the efficiency of this highly organized machine, recognize that the daily markets must be a fairer index to true values than that which can ever be established by a committee of theorists. The immediate delivery methods of today's peanut stand cannot safely be followed by the grain manufacturer who sells its products in all parts of the world for different deliveries. He must have the future trade to supply the wheat needed to fill his orders.

Track Scale Law Unconstitutional

Track scales not long ago received a stinging blow from the federal scale tester, but some country shippers seem not to have lost faith in them. The Farmer City Grain Co. recently brot suit in an Illinois court asking that the Big Four R. R. be required to install a track scale at its station, because the state law calls for the installation of such scales at stations shipping over 50,000 bus. annually. Judge Stone declared the law unconstitutional.

Grain shippers should fight against track scales for weighing grain, because the traffic across their platforms dulls the knife edges of the bearings and keeps the scale weighing slow if at all. Shippers would never be able to collect for an amount in excess of the track scale weight. A dependable shipping scale in their own elevator is far better, for shippers have control of it and can have it tested, repaired or displaced by an improved scale if they suspect it of inaccuracy.

Depending upon the railroads for cars is sorely distracting; to depend upon them for correct weights would drive most shippers to the asylum. The facility with which railroads at present cover up all evidence of leaks from cars in transit and then deny the loss is a fair sample of the consideration grain shippers with claims for loss in transit might expect if the railroads provided track scales and did the weighing. Shippers, who appreciate when they are well off will not ask for or depend upon track scales for the weight of their grain.

IF Mr. Demand is forbidden the freedom of the public wheat markets will Miss Supply care to venture there? Farmers who are dissatisfied with the price bid by the Government will no doubt hold their grain until they are offered a satisfactory figure and will reduce their wheat acreage so as to produce more of what they can sell in an unrestricted market. Food control may sound easy to the theorists, but its realization will be found most difficult, if ever consummated.

HAS ANY politician at Washington dared to say what was said in Parliament by Mr. Runciman, that "The main cause of the increase in prices was not to be found among profiteers, carriers or producers, but in the impossibility of financing the war without a degree of inflation altogether unprecedented"? This is the truth in the United States also, but the American politician seeks to curry favor with the unreasoning masses by denouncing the middleman as a food pirate. Coming from one in a position of authority at the head of an important department of the English war administration this clean bill of health from Mr. Runciman must be gratifying to the tradesmen of Britain.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

"Dockage" and "Discount" Not Interchangeable.

Grain Dealers Journal: I frequently hear members of the grain trade use the term "dock," or "dockage," when speaking of a deduction of a given number of cents from the base or contract price of a commodity. Is it not true that this is an incorrect use of the term, and that "discount" would be the proper designation of the deduction from the price? Does not "dockage" refer solely to a deduction from the weight of the grain for foreign material contained therein?—F. R. Flanagan.

Ans.: Both questions must be answered in the affirmative. Any deduction in cents from the base price is a discount. Thus, if No. 2 hard winter wheat is specified in a contract at \$2.25 per bus. and No. 3 hard winter is to apply on the contract at \$2.24 the difference of 1c is a discount. Dockage is specifically defined in the U. S. Grain Standards for wheat as including "sand, dirt, weed seeds, weed stems, chaff, straw, grain other than wheat, and any other foreign material which can be removed readily from the wheat by the use of appropriate sieves, cleaning devices, or other practical means suited to separate the foreign material present; also undeveloped, shriveled, and small pieces of wheat kernels necessarily removed in properly separating the foreign material." In grading wheat the dockage is stated in terms of percentage, based upon the weight of the entire sample.

Law on Wheat Price.

Grain Dealers Journal: I understand a com'ite has been named by Herbert Hoover to set the price that country grain dealers are to be allowed to pay farmers for wheat. As I read the food control law in last number of the Journal I fail to find any authority to fix a maximum price, only a minimum of \$2, and even that not until next year. What will be the binding effect of the price announced by the Hoover com'ite, and will there be any penalty for paying over or under the prices fixed?—Geo. L. Warren.

Ans.: The food control law does not authorize fixing the price of wheat going into the usual commercial channels of trade. The price fixing applies only, as provided in Sec. 10 to foods necessary for the support of the army or navy or for public use in connection with the common defense. Sec. 11 authorizes the President to buy and sell wheat.

The price fixing section, No. 14, authorizes the President to fix a "guaranteed price," not a maximum, and this fixed price applies only to wheat to be purchased by the Government. There is nothing in the law preventing a farmer or dealer from selling wheat for more than the fixed guarantee, if he can get it. It is immaterial, however, whether or not the law authorizes it, as the President, if it should seem to him desirable to compel the farmer to accept a certain price and to sell his grain only to the Government, could easily persuade Congress to pass a law giving him the fullest powers in this respect.

Altho the law does not specifically provide that the government can resell wheat for public use not connected with the common defense, the Hoover food control has informed the grain trade that commission merchants will not be allowed to sell to millers or exporters. Altho not bound by the law the millers have voluntarily acquiesced in this arrangement, for the government will sell them wheat at a price

guaranteeing them a handsome profit on the flour. The suggestions made by the Hoover food control may be valuable and may be adopted, but dealers can not rely on them until they have been duly given force and effect by proclamation of the President.

When to Stock up with Oats.

Grain Dealers Journal: We buy about 100 cars of oats for our winter trade and spring trade. In the past, we have bought them about this time or a little later. This year, we are at loss just what to do.

We would appreciate very much if brother dealers in this column would write telling us what the opinion is in the West as to what figure oats are thought to be a good buy to carry a man thru the winter.—A. H. Clark & Son, Lebanon Springs, N. Y.

How to Determine Dockage.

Grain Dealers Journal: We are using an Emerson Oats Separator for separating dockage from wheat. Would like to know what size sample should be used for determining the dockage. We have been told that a 12 oz. sample should be taken and run over the separator and the cleaned wheat weighed back; then, that for each ounce back on scale it represents 1 lb. dockage. Is that the proper way?—C. N. Slette, agt., Speltz Grain & Coal Co., Conger, Minn.

Ans.: The exact size of the sample taken would make little difference, so long as its weight is known in the beginning. However, it is better always to take a sample of the same weight, as it will materially assist in doing the work.

To take a 12 oz. sample, separate clean wheat and dockage, and weigh back the clean wheat will not give dockage of 1 lb. for each ounce of its weight less than 12.

To determine the dockage in terms of pounds per bushel the operator should take a 15 oz. sample, make the separation, and weigh back the dockage or foreign matter. Each ounce of foreign matter so obtained will represent dockage of 4 lbs. per bushel. In proving this by arithmetic it is found that the single ounce of foreign matter represents 1/15 of the sample, and, therefore, 1/15 of the grain is dockage. As there are 60 lbs. in each bushel 1/15 of each bushel is 4 lbs.

It must be noted, however, that under the federal grades for wheat dockage is to be stated in terms of percentage, and not in terms of pounds per bushel.

In making the percentage determination the operator will take a sample of the grain and place enough of it into his tester kettle to balance the poise when set at the mark showing 100%. In the case of a one quart tester kettle this will be 2 lbs., and for the two quart it will be 4 lbs. After having made the separation, either the foreign matter or the cleaned wheat may be placed back into the kettle and its weight taken to determine the per centum mark where the poise must be placed to balance it. If the foreign matter is being weighed the second time and the poise stands at 4% that will represent dockage of 4%, while if the cleaned wheat is weighed and the poise is found to balance at 96% it will show 96% of the sample to be clean wheat. By subtracting 96% from 100% a dockage of 4% is again ascertained. It is preferable to weigh the foreign matter, and extreme caution must be exercised to secure accurate results.

If, for any reason, it is advisable to use a smaller sample, as when the grain is so light that 4 lbs. cannot be placed into a two quart tester kettle, then a sample may be taken which will balance the poise at 50% (2 lbs.). In this case it will be necessary to multiply the per centum mark at which the poise stands by 2 to get the correct percentage of either dockage or cleaned wheat.

This explanation is based upon the use of the ordinary tester kettle and beam, or of the special testing apparatus described on page 752 of the Journal for Nov. 10, 1916. In either case the beam will be found to show three sets of graduations. The upper shows the test weight per bushel, the middle one pounds and ounces, and the lower one per centum. If a Torsion balance is used (and this device will give more accurate results) it will be necessary to calculate the percentage arithmetically.

In using the Torsion balance for securing the weight a sample of slightly over 1,000 grams should be taken. When the weight of the dockage in grams is ascertained it should be divided by the number of grams representing the weight of the sample to determine the percentage of dockage.

After the percentage of dockage is determined it must be applied to the whole load of grain. If the load weighs 3,000 lbs., and the dockage is 4%, then the weight which must be deducted is 120 lbs., which will leave 2,880 lbs., or 48 bus., to be paid for.

Must Railroad Provide Side Track?

Grain Dealers Journal: In a communication to the Journal published in this column Aug. 10 A. F. Conrad requests that the Journal give its opinion as to the law upon the question of side tracks. In his letter he states that the Farmers' Co-operative Co. of Colfax, Ill., built a new elevator on their own ground and then asked the railroad company for a side track, and that the railroad company declined to build a side track unless the elevator company paid for it. In your reply to him the Journal says the elevator operator has no recourse but to comply with the agreement the railroad company asks him to sign as to sharing the costs.

The Supreme Court in a recent case entitled Public Utilities Commission v. L. E. & W. R. R. Co., 277 Ill. at 574, held directly opposite to the views taken by you. We conducted this case for John Cameron of Elliott, Ill., and won it before the State Board of Public Utilities Commission in the Circuit Court of Sangamon County and also in the Supreme Court of Illinois. The railroad company have taken an appeal to the U. S. Supreme Court to reverse the opinion, but the case cannot be heard for almost a year.

As the law now stands railroad companies can be compelled to build side tracks to elevators and at least they must build a track on their own right of way. It is very apparent that the final decision of the Supreme Court of the United States will be very interesting to manufacturers and owners of elevators thruout the United States. It may be that the facts in the Colfax case are not identical with the facts in the Elliott case, but from the question asked there is evidently a great similarity.—Schneider & Schneider, Paxton, Ill.

Ans.: The position of the shipper and railroad company was correctly stated in brief in this column Aug. 10.

The case of John Cameron of Elliott, Ill., was different. Mr. Cameron had had a side track for 40 years and it was torn up after his elevator burned and he simply wanted the company to put it back. The court held that the company could not tear up the side track, and that it must put it back at its own expense. The Supreme Court of Illinois, in that case said:

"It is not the purpose of the law to compel a railroad company under any and all circumstances to provide at its own expense a switch track to such place as a shipper may arbitrarily select."

The law provides that the railroad company and the shipper shall get together and by agreement share the expense. If they can not agree they must appeal to the Utilities Commission, which will hear the controversy and view the premises and make such an order as it deems proper.

In view of the law and the decisions it seemed that a good deal depended upon the views of the Public Utilities Commission; so that, before drafting the reply to Mr. Conrad an official of the Illinois Public Utilities Commission was consulted, as to the position of the commission, and if the shipper takes an appeal to the Commission he will probably find that the Commission will require him to bear part of the expense as provided in the railroad company's agreement.

The decision in the Cameron case was given in full on pages 490 and 491 of the Journal for Mar. 25, 1917.

Right to Retail Chicken Wheat?

Grain Dealers Journal: We are out of the grain shipping business, having sold our elevator, but are still large retailers. We would like to know whether we are still allowed to buy wheat for retail purposes such as chicken feed and for the purpose of recleaning for seed.—Buxton & Appleby, Casey, Ill.

Ans.: It is true that newspapers have been full of regulations credited to Herbert Hoover, that no dealer could store wheat more than 30 days nor sell to any miller; but all these suggestions will have no force or effect until duly promulgated by President Wilson in a proclamation. Dealers must govern themselves according to the food control law published in last number of the Journal, and according to the proclamations of the president, who thus far has issued but one, published elsewhere in this number on "Licensing of Elevators."

Under Sec. 6, paragraph (b) of the food control law a dealer is permitted to hold a quantity not in excess of the reasonable requirements of his business and for a reasonable time and to hold the surplus to meet the demand in the period of scant or no production.

Under this section a dealer in chicken feed wheat could buy now and hold until the winter feeding season and sell at any price he could get and to any person.

It may be that President Wilson will submit the proposed Hoover regulations to competent attorneys before promulgating them as the law, in which case some of the extra-legal rules will be stricken out. Until the complete regulations have been promulgated it is not safe for a dealer to make arrangements that must be worked out in the future. At present a dealer is allowed to buy wheat for retail purposes or to reclean it for seed.

Nebraska Dealers Meet.

About fifty grain dealers from the territory surrounding Lincoln, representing the Farmers Elevators, Line Houses and Individual dealers, met in the Lincoln Hotel Friday, Aug. 10, in response to a call issued by J. A. Schoenthal of J. A. Schoenthal & Co. of this city.

After the temporary organization was completed with Mr. Schoenthal as chairman and J. A. Smith of Ulysses as secretary, a thoro discussion concerning country grain dealers grievances, such as car shortage, terminal charges, and default on contracts by farmers was held.

It was decided to continue the temporary organization preliminary to organizing the dealers of the state into a permanent body. A committee, consisting of J. A. Schoenthal and Lee Wilsey of Lincoln, J. A. Smith of Ulysses, E. L. Real of Grafton, and L. L. Coryell of Auburn, was appointed to draft a call for another meeting to further the interests of the organization.

A seven course dinner was served in the Garden Room of the Lincoln Hotel at the close of the meeting. Stories were told by E. D. Foster of Lincoln, Hon. John Murty of Alvo, and J. L. Welch of the Omaha Elevator Co.

The meeting was considered a decided success and much encouragement given those having it in charge.

THE STATE OF VICTORIA (Australia) is making plans to build cylindrical cement storage bins for grain, to cost \$3,565,000. No attempt will be made to install a complete system of grain elevators during the war, but the storage bins will subsequently be used in connection with an elevator system. The construction of these bins will be begun as soon as possible, and they will be fitted with machinery for turning the grain to keep it in good condition.

Grain Dealers and Millers to Meet at Topeka.

For Sept. 11 a meeting of grain merchants and millers has been called by the Topeka Board of Trade to be held in the Elks Club at Topeka, Kan.

A business session will be held Tuesday afternoon, beginning at 2 o'clock; and a good dinner will be served at the Club at 6:30 p. m.

Pres. H. D. Yoder writes: There are many subjects of importance that have arisen of peculiar interest to the grain trade. We expect to have a snappy business session, with good speakers and live subjects. We all know that similar meetings have always been profitable and well worth the time and effort.

With the discontinuance of future markets, such points as Topeka will prove valuable to the grain shippers of Kansas, Nebraska, Oklahoma and Colorado.

Suits Brot for Galveston Flood Losses.

The J. Rosenbaum Grain Co. has brot 32 suits for damages against the Fort Worth & Denver, Santa Fe, Rock Island, Frisco, Orient, Wichita Valley, Mo., Okla. & Gulf, and Gulf, Texas & Western Railroads, to recover the value of grain lost in the Galveston storm of 1915.

Three similar suits have been filed against the Rock Island by the Terminal Elevators Co., making over 100 damage suits filed by grain dealers of Fort Worth against various railroad companies for losses sustained in the same storm. The allegation is that the railroad companies negligently allowed the cars of grain to remain where the water rose.

ACREAGE OF CROPS in England and Wales had been previously estimated at an increase of about 300,000 acres over 1916, but when the final figures were obtained the actual increase was seen to amount to no less than 347,000 acres, made up as follows: Wheat, 1,911,000 acres, a decrease of 1,000; barley, 1,459,000, an increase of 127,000; oats, 2,230,000, an increase of 145,000; and potatoes, 504,000, an increase of 76,000.—*Corn Trade News.*

Beer Not Reduced to 2% Alcohol.

The United States Food Administration has authorized a denial of the story that the Food Administration had directed the reduction of the alcoholic content of beer to two per cent. The subject of brewing has not been discussed by the Food Administration.

Wheat Buyer an Impostor.

Scores of grain shippers in Ohio have received a copy of a circular letter from "I. J. Houck" printed with the name of C. A. King & Co., offering 10 to 15 cents per bushel above the ruling market for one or two carloads of wheat.

He represented himself to be connected with King & Co. and Herbert Hoover, and asked that mail be sent him thru Station B, lock box 44, Toledo, O. King & Co. notified the post office and his mail was stopped. He was arrested and has confessed.

His name is Mark Shank, a law student of Attica, O., 24 years of age and employed in a munitions factory. He received replies from a dozen interior dealers. Even if protected by drawing for full value with B/L attached to draft the shipper who consigned to this crook would have had trouble.

Coming Conventions.

Sept. 4.—Organization of Nebraska Grain Dealers Ass'n at Lincoln, Nebr.

Sept. 11.—Grain Merchants and Millers, under auspices of Topeka Board of Trade at Topeka, Kan.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. B. & Q. 132331 was set out at Unionville Center, O., Aug. 24, with a hot box. Car was leaking oats very badly at door. I opened door and 7 or 8 bus. ran out on the ground. One board in the grain door was not nailed and had slipped back about 2 feet. I put it in its place, nailed it, and scooped what oats I could back into the car. Some were lost because of dirt.—H. Hall.

Eleven cars loaded with wheat and oats were so badly wrecked at Wooddale, Ill., a suburb of Chicago, on Aug. 19, that the C., M. & St. P. loaded the spilled grain into other cars and consigned them to its own claim department.

C. & N. W. 6252, loaded with shelled corn, set out at Nevada, Ia., early this morning (Aug. 18) by eastbound thru freight account leak at door. Eastbound local freight No. 43 went in on siding, picked up the car, and as we write it is being carried while they are switching and leaking all the time.—Frazier & Son.

P. R. R. 65638 passed thru Tremont City, O., southbound on D. T. & I. Aug. 11 leaking wheat badly at center of door. Train moving slowly when leak was noticed. Called the trainmen's attention to leak. Car appeared to have been poorly coopered.—Omer Snyder.

.....11710 eastbound thru Irene, Ill., Aug. 11 leaking a steady stream of oats at side door. Train was moving and as car was poorly painted I was unable to get initials accurately. I am sure of the number and think the initials may have been G. H. & S. A. but am not sure.—Frank Banks.

New Jersey 34382 passed thru Okarche, Okla., Aug. 9 leaking oats at side door.—E. Elschen, agt., El Reno Mill & Elvtr. Co.

Wabash 71973, southbound, passed thru Morrisonville, Ill., Aug. 6 leaking wheat very badly at end and side.—Johnston Elevator Co.

P. & A. 9405 passed thru Eldorado, Neb., July 28, leaking corn at side door post.—Theo. Holzapple, mgr. Farmers Co-operative Co.

Did Your Car Leak?

Have any of your grain shipments leaked in transit, and then car been reported by the railroad claim agent to have "arrived at destination in good condition with seals intact"?

Have you knowledge of any grain laden car having been repaired in transit or leak stopped and claim for shortage turned down because "car arrived at destination with original seals unbroken and in good condition"?

Evidence of this common unfairness on the part of the railroads is needed now to show up the methods of the railroads in handling claims of grain shippers for shortages.

"Just do a thing, don't talk about it. This is the great secret of success in all enterprises. Talk means discussion, discussion means irritation, irritation means opposition; and opposition means hindrance always, whether you are right or wrong."

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Work for the Food Com'isn.

Grain Dealers Journal: We are wondering how the Food Commission is to solve the transportation problem so as to make possible the shipment of wheat in sufficient volume to enable elevator owners to get rid of accumulations within 30 days. The solution would be a godsend to many elevator men who are unable to get cars.—Rohm Bros., Rockville, Ind.

Greater Efficiency in Handling Freight Cars.

Grain Dealers Journal: Railroad apostles are complaining about under-capacity shipments, detention of cars, and other things with which they blame the shipper, saying if these things will be done in another way they will be able to handle the transportation in a manner that will be for the good of the country and to the disadvantage of the kaiser and all the other devils.

Every shipper is glad to load cars full when his customer wants a full car load, but it should be remembered that all commodities are very high now, and a carload costs several times as much as before the war. The rights of the small dealers should not be overlooked and a large per cent of them could not buy a big car loaded full. Our government has decided that small men can make good soldiers; we think the small dealers are good citizens and they should be permitted to remain in business. Few cars are detained beyond the free time permitted by tariffs; and if the railroads will tell about the loaded car's rate of travel per day the other figure will look very small as a cause of inefficiency.

The truth is that the railroads have not enough equipment. They have never had enough, and never will have it unless they are forced to get it. They could now not build cars fast enough to meet present requirements, but they should be penalized for not having done so before.

If the railroads really want to conserve their capacity, and are willing to help, why don't they do some of the doubling up? If the railroads thruout the country will follow the lead of those running to the Southeast from Memphis, Vicksburg and New Orleans, in hauling LCL shipments of grain in sacks at the same rates as for CL shipments, or a very small advance over those rates, a great many cars will be saved.

The railroads' greatest activity is in trying to get advances in freight rates without improvement in service. The people want service; they are perfectly willing to give the railroads a square deal in rates, but they will not be satisfied unless the carriers do their share in every way

during the war.—J. A. Hughes, Howe, Tex.

Dockage Principle Is Correct.

Grain Dealers Journal: I have read with interest the articles which have appeared in your columns from time to time dealing with the application of that portion of the federal wheat standards which requires that the grain be graded after the dockage is removed, and whereas I was formerly an opponent of the dockage principle, I have become converted to the belief that it is the only method of handling grain that is fair to every one. I can easily understand now that my former position was the result of my unfamiliarity with the full meaning of the term "dockage" and its application to the business of handling wheat.

I could only understand that it was to cause the country dealer a great deal more work, and I could not see wherein he would benefit by this work. It is easily true that the grain dealer must give more care to the grading of wheat as it is purchased from the farmer, and of course this means more labor; but it is not labor which goes unrewarded. The care which must be exercised in determining the dockage will have a good effect on the grain dealer and he will exercise the same care in making other analyses which enter into the fixing of the grade. The immediate result will be his purchase of the grain upon its merits and this will mean the end of the practice of buying all wheat as the same grade. If it achieves no other purpose this will be sufficient recompense for the extra labor involved.

But, in my opinion, there is another and more far-reaching effect, for the full benefits of which we must wait some time. I refer to its effect upon the wheat crop itself. Since the farmers are not to be paid for the foreign matter contained in their wheat, it will naturally follow that they are going to insist that the thresher shall remove all of it that he can, because they will not be willing to pay him for putting foreign material into the wagon or bag. The thresher himself will insist that the farmer eliminate the weeds before the grain comes to the machine; and thus we arrive at the point where the dockage principle will accomplish the most good. Proper care of the land, more careful selection and grading of seed, and the adoption of better harvesting methods will enable the farmer to deliver grain that is more nearly dockage free to the thresher. The thresher will be able to eliminate almost all of that which remains. And the grain dealer will have in his plant the equipment necessary to take care of the rest. It is, as you can see, a matter which first works from the dealer toward the soil, and later from the soil back to the dealer, and, thru him, to the miller and the consumer of flour, benefitting every person with whom it comes in contact.

While it is necessary that the trade work out a method for the application of the dockage principle in so far as it affects settlements between buyer and seller, this presents no serious difficulty. Instead of lamenting the fact that dockage has been given an important place in the wheat standards, dealers should familiarize themselves with the meaning of the term and when this is done I predict that all will become converted, as I was.—L. J. Nelson.

To Show Reliability of Shippers' Weights.

Grain Dealers Journal: The Interstate Commerce Commission held hearings in the cities of Minneapolis, Omaha, and Chicago, about weighing grain shipped in bulk from country elevators. The carriers were fully represented at these hearings, and the receivers fairly well represented, but there was practically no one present to represent the shippers, and no evidence of any consequence was presented in their behalf. The railroads are seeking a ruling from the Interstate Commerce Commission by which they are only to pay shortweight claims provided evidence of leak is found at destination. Receivers' weights are to be final, and even what is to constitute evidence of leak is to be very strictly modified so that what are considered evidences of leak today would not be considered evidences of leak in the future.

The railroads' representatives appeared with an enormous amount of evidence which if left uncontroverted could only lead the Interstate Commerce Commission to believe that there was no such thing as a reliable shippers' weight.

A further hearing is to be given in Chicago, September 18th, 1917, and no further notice will be given by the I. C. C. other than was given verbally on July 21, to the assembled carriers and others in attendance.

To counteract the carriers' claims will take a vast amount of evidence on behalf of the shipper, which will take a considerable amount of time to get and prepare. The fact that a department of the federal government has tested out the weighing facilities of a large number of receivers thruout the country and have condemned many of them in most scathing terms, will tend to prejudice the I. C. C. against the shipper.

We think that we can establish the fact that many of these cars found leaking in transit, are repaired while in transit by the train crews, or repaired in terminal yards before reaching the terminal elevator for unloading. Hundreds of thousands of dollars has been invested in weighing devices by grain men thruout the country, and if such a ruling as is asked by the carriers be allowed by the I. C. C., all of the money invested in weighing devices will be money thrown away, as you will be compelled to accept terminal weights as final. The writer feels that this question is of vital importance to every grain owner and elevator operator in the country.

In order to overcome the mass of evidence submitted by the carriers, it will be necessary for us to secure as much evidence as possible and compile same before appearing at the hearing. I assume that practically every elevator owner and operator in Kansas has a record of his out-weights, as well as the weight taken at destination. How many of you are prepared to furnish us a transcript of this record? What we want is this: car number, initial, date of shipment, name of town where final weight was taken, and the destination weight. We believe from the information we have in your possession that the out-weights taken from country elevators, where scale is properly installed, and proper attention given same, will approximate very closely the weight furnished at terminal elevators, where supervised by state or Boards of Trade. This is up to country shippers. If interested, as we certainly think you are, you must act promptly. Bear in mind that if the ruling is made by the I. C. C. that

is asked by the carriers, no claims can be paid by the carriers unless leak report is attached, showing the car actually leaking grain on its arrival at the unloading point. Whether such a ruling would be constitutional or not, is open for discussion, but you will readily see that if the I. C. C. makes this ruling, which the carriers must obey, it will take years to fight the case thru the courts, and will cost an immense amount of money.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, Topeka, Kan.

Continuance of Hearing on Claims.

Grain Dealers Journal: Due to a wrong reading of a report on the hearings before Examiner Wilson of the Interstate Commerce Commission I stated in this column Aug. 10 that one of our representatives asked for a continuance of the hearings. This is not so, since the motion for the continuance was made by Mr. Jeffrey, attorney representing the Chicago Board of Trade, supported by others directly representing the shippers. I regret the mistaken impression conveyed in my letter.—H. E. Godfrey, sec'y-treas. Richardson Scale Co., Chicago, Ill.

Wheat From Crop of 1900.

Grain Dealers Journal: On Aug. 13 we received on consignment a car of wheat grown in 1900. This is the oldest wheat we have ever heard of coming to this market. We sold it at \$2.75.—Gee-Lewis Grain Co., Minneapolis, Minn.

Editor's Note: In 1900, when the farmer who produced the grain mentioned in the above letter placed it into store, wheat was worth about 60c per bushel on the farm. This price is conservative. Assuming that 1,200 bus. of grain were so placed into store, the value of the same was then \$720. If, after paying freight and other expenses, he received \$2.65 per bu. from the sale of his grain a few days ago, the check which was sent to him called for \$3,180.00. His apparent gain by holding the wheat these 17 years was, therefore, \$2,460. There are a few things that have not yet been taken into account, and in order to put them in shape for easy handling the following table is appended:

Interest on \$720 at 6% for 17 years...	\$ 734.40
Storage (including insurance, handling cost, etc.) @ 1c per bu. per month for 204 months.....	2,448.00
Taxes (estimated at $\frac{1}{2}$ of 1% per year, or $3\frac{1}{2}$ % for the 17 years since 1900.....)	61.20
Loss thru shrinkage, insect damage, etc., est. at $\frac{1}{2}$ of 1% per year, or $8\frac{1}{2}$ % for 17 years.....	61.20

Total estimated cost of holding.....\$3,304.80
Apparent gain by holding 2,360.00

Actual loss due to holding.....\$ 944.80

The figures used thruout this computation are only estimated, but an effort has been made to err, if at all, on the side of conservatism; and whatever may have been the actual figures for any element which enters into the reckoning, the fact remains, and will always remain, that any person

who holds wheat for 17 years will lose by his action unless that period were to record still greater price advances than have yet occurred in the history of grain handling. Moreover, there are still other things which must be taken into consideration, and upon which it is impossible to place a value in dollars and cents. For instance, the farmer in question undoubtedly lost six months' time, in the aggregate, in taking care of the wheat, investigating markets, and worrying about the grain; and all the time he has been withholding from the commerce of the world a commodity which has done him no good (for it has caused him an actual monetary loss) and it is easily possible that the lack of it may have caused some one real suffering.

Ventilation for Concrete Tanks.

Grain Dealers Journal: A grain dealer who asked for designs and bids for the construction of concrete storage tanks received proposals from competitive bidders which embodied the features shown in the sketch reproduced herewith. A comparison of the two designs proves that grain dealers will save money in the end by employing experienced and competent builders to do their work.

All practical builders realize that in localities where there is a wide variation between the atmospheric temperature at midday and at night concrete bins are subject to sweating, and that the only remedy for this is to provide ample ventilation. It was known to the builders who submitted these designs that a wide temperature variation must be expected in the locality where these tanks would be built. Nevertheless, one bidder not only restricted his bin ventilation to a 10' space between the small windows marked "C" and "D" in design "B," but he also planned a floor to extend over a portion of the bins below these windows. This floor would prevent whatever circulation there might be from reaching the grain; and the arrangement would not enable the dust to escape when the bin was being filled with grain.

In design "A" the slab roof extends directly across the top of the tank and the windows on the side walls allow the air to circulate over the entire area, carrying away the dust and keeping the temperature within the bin interior practically the same as that of the outer air, thus preventing sweating or condensation.

It is quite evident that a tank constructed according to the design "A" will give better ventilation than one like "B," and further investigation will show it to have an equal advantage in the matter of cost. Steel for reinforcing is scarce and high in price, yet design "B" calls for a 9" bin floor with steel reinforcing, whereas in "A" a 12" floor, without reinforcing, would be used.

There is an actual difference in cost between the two designs of \$800, in favor of "A," and as the services of the ex-

perienced builder who designed this tank required an expenditure of only \$50 more than was asked by the inexperienced man who planned the other, the net saving to the owner was \$750, and he received a tank which served his purpose much better.

When grain men realize that they can save money and get greater satisfaction by employing builders of recognized ability it will be a simple matter to drive the inefficient silo builder from the field.—Anson Moore.

Fix the Price High Enough.

Grain Dealers Journal: The most important factor in this food situation is the farmer, or producer. He is the only one who is exempt from the provisions of the new law. He can do as he pleases. Unless great care is used in considering him in fixing the price, he is apt to become the Price Fixer, instead of Mr. Hoover.

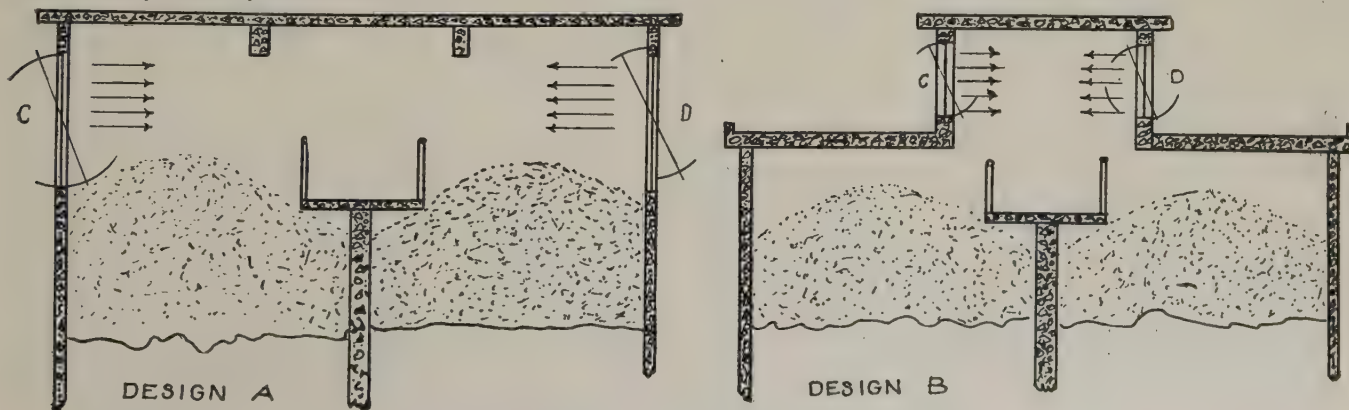
On account of the delay, the farmer has already tasted the sweetness of high prices; he knows that we have a short wheat crop, that there is a constant increasing demand for flour in this country, which is rolling in wealth and prosperity, that we have pledged ourselves to help feed our allies and give them a larger proportion of our crop than ever before, that we are in the midst of the world's greatest war, with its necessary reduction in soil production.

If the price should be \$2 track Chicago, we believe the farmer will say No, Sir, and hold his wheat. It would be fatal to Mr. Hoover's plans if this should happen and he be forced to raise his price. He might as well take the lid off, as we all know the farmer's ability in advancing his price faster than you can.

It is the government's plan to increase the acreage enough to make a billion bushel crop for 1918; a high price for the present crop will be a better stimulus than a guarantee of \$2 for the 1918 crop. It is Mr. Hoover's plan to reduce the consumption of wheat flour by the use of substitutes, and it is a fine plan, but to give us a 5c loaf will be bound to increase the consumption; we are not patriotic enough yet to resist that temptation, so we hope to see the price fixed high enough to satisfy and encourage the average fair minded farmer.—W. H. Perrine & Co., Chicago, Ill.

ARE YOU saving your money to invest in the next issue of the Liberty Loan?

DETROIT, MICH.—The Famabella Company will build a modern plant for the manufacture of all kinds of cattle, poultry and pigeon feeds.



Good and Bad Designs of Ventilation for Concrete Tanks.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Stuttgart, Ark., Aug. 20.—Early rice now heading. General prospect is for good crop. Lots of late rice, as we had a late spring.—H. S. Dilday.

CANADA.

Ottawa, Ont., Aug. 10.—Revised estimate of areas under the various crops in Canada is in acres as follows: Fall wheat, 809,250; spring wheat, 12,740,400; oats, 11,806,000; barley, 1,819,000; rye, 153,000; peas, 151,830; mixed grains, 409,140; buckwheat, 336,400; flax, 678,750; corn, 173,600, and beans, 43,000. The areas planted to these crops in 1916 was as follows: Fall wheat, 932,529; spring wheat, 11,968,061; oats, 9,875,346; barley, 1,681,180; rye, 147,170; peas, 150,280; mixed grains, 397,726; buckwheat, 341,500; flax, 599,384; corn, 173,000, and beans, 32,500 acres.—Department of Trade and Commerce.

COLORADO.

Salida, Colo., Aug. 22.—Wheat acreage was slightly increased, and that of oats normal, with no corn planted. Harvest will start about Sept. 1.—Holcomb Feed & Imp. Co.

IDAHO.

Lewiston, Ida., Aug. 17.—Threshing started 15 days ago. On hillsides, where crops were damaged by hot winds, barley yields are from 16 to 20 bus. to the acre; wheat, 15 to 22 bus. per acre. On table lands barley yielding 36 to 40 bus. and wheat 25 to 35 bus. to the acre. Spring being late, fall grain had to be reseeded to some extent and there was practically no rain during the last 74 days, but crops will be about 70% of normal. Bean and corn crops looking fine, but rain is needed.—Peter Muench.

ILLINOIS.

Mt. Carmel, Ill., Aug. 10.—Wheat is good quality and good yield. Corn looks good. Have had good rains.—Bluff City Mills & Elvtr. Co.

Bourbon, Ill., Aug. 24.—Oats threshing about completed with large yield. Corn in best of condition. Plenty of moisture. A largely increased acreage of wheat being put out.—C. E. Davis, by B. A. McBride.

Springfield, Ill., Aug. 22.—Corn needs rain, and the generally in good condition it is 12 days late and will require 35 to 40 days to mature safely. Threshing is about completed except in north portion of state. Heavy yield of oats was maintained and the quality is reported excellent.—H. Merrill Wills, acting director, Dep't of Agriculture.

INDIANA.

Evansville, Ind.—The corn crop in southern Indiana, southern Illinois and western Kentucky never looked more promising at this time of the year. In some sections rain is needed. But, taken as a whole, the crop is coming out fine and it is expected that the yield will be large. In Spencer county reports say that some of the stalks are carrying as high as six ears. Many farmers in the lowlands between this city and Cairo, Ill., predict that their corn will yield from 80 to 100 bus. to the acre.—C.

IOWA.

Evander sta. (Sheldon p. o.), Ia., Aug. 8.—Grain crops are good.—N. D. Sloan.

Oakville, Ia., Aug. 10.—Threshing returns show oats yielding 60 to 80 bus. to the acre and wheat 20 to 40 bus. Corn looks fine and we expect a bumper crop.—W. T. Lewis, mgr. Strawhacker Elvtr.

State Center, Ia., Aug. 24.—Threshing all done; oats averaged 40 bus. to the acre; average test 34 lbs. Corn is 2 to 3 weeks late and will need all of Sept.

without frost to make an average crop.—Goodman & Mead, by Geo. E. Mead.

Iowa reports indicate an increase in barley production for the state, compared with last year. Quality is good. Color variable, with the larger part more or less discolored. Average of estimates shows 1¼% increase in acreage, with average yield about 35¼ bus. to the acre, or about 4 bus. more than 1916. Acreage in 1916 was 295,000.—E. P. Bacon Co., Milwaukee, Wis.

Des Moines, Ia., Aug. 21.—The weather of the past week was ideal for threshing and stacking grain, and the increased warmth was more favorable for corn, which made rapid progress toward maturity. Corn is 10 days to 3 weeks late, and with normal weather conditions not more than 50% of it will be out of danger of injury by frost by the end of Sept. The bulk of the crop will need the greater part of Oct. without killing frost or freezing temperatures. Dry, warm weather will greatly reduce these estimates as to time, but will also reduce the prospective yield. One good soaking rain and then normal temperatures is needed for the best development of the crop.—Geo. M. Chappel, director, Dep't of Agriculture.

KANSAS.

Colwich, Kan., Aug. 9.—Will be about one-fifth of corn crop. Rains came too late to do much good.—T. Hurlin, agt., Pacific Elvtr. Co.

Rossville, Kan., Aug. 11.—Have plenty of moisture at present and will have about ½ crop of corn if weather is favorable from now on.—Wm. F. Bolan.

Menlo, Kan., Aug. 13.—Grain crops rather light this year, but recent rains have put ground in excellent condition for fall seeding.—J. S. Mahanna, mgr. Farmers Elvtr. Co.

Brenham sta. (Haviland p. o.), Kan., Aug. 11.—Wheat made about 2% of normal crop; corn will make about 3%; kafir, maize and feterita 7%. Soil in good condition for seeding.—A. Combs.

Yates Center, Kan., Aug. 20.—Wheat acreage will be about doubled this season on account of guaranteed price for next year. Oats crop very good; having good rains and corn will be fair. Kafir and feterita very good; they are now heading.—Harder & Weide Hay & Grain Co.

Woodston, Kan., Aug. 21.—About 95% of wheat ground was put into other crops and what was left hardly paid for harvesting. Seed wheat will be shipped in this fall. About 75% of normal acreage will be planted to wheat this fall, account scarcity and high price of seed. Corn, planted where wheat failed, is itself almost a total failure.—F. F. Jones, mgr. Woodston Grain Co.

LOUISIANA.

New Iberia, La., Aug. 18.—Owing to the drought corn crop will be short over the state, and many sections will be heavy buyers of feed thruout the season.—Iberia Grain Co., by J. J. Knight, mgr.

MICHIGAN.

Capac, Mich., Aug. 22.—Crops of wheat and oats large.—C. R. Taylor.

Sturgis, Mich., Aug. 11.—Wheat averaging 25 bus. and rye 20 bus. to the acre. Oats threshing will start next week and they are looking fine.—Sturgis Grain Co., by W. P. DeBolt, mgr.

Lansing, Mich., Aug. 1.—Average estimated yield of wheat is 17 bus. to the acre, which indicates production of about 12,225,000 bus. Average yield of oats is estimated at 38.33 bus. per acre, which will produce about 73,000,000 bus. Estimated average yield of rye 14.38 bus. per acre, indicating production of about 6,000,000 bus. Condition of corn compared with an average is 71, exactly the same as reported a year ago.—Coleman C. Vaughan, Sec'y of State.

MINNESOTA.

Currie, Minn., Aug. 13.—Have just ridden 30 miles and saw nothing but corn and oats. Corn looks fine.—R. C. Cadman.

LeSueur Center, Minn., Aug. 11.—Crops are extra good.—Betts & Smith.

Eldred, Minn., Aug. 15.—Crops will be fairly good, and of good quality.—J. O. Nyberg, mgr., Farmers Elvtr. & Trading Co.

Averill, Minn., Aug. 10.—Threshing late. Crops fair; estimate wheat about 10 bus. to the acre, oats 35, barley 15, rye 10 and flax 7 or 8.—Bennett Olson, agt., Monarch Elvtr. Co.

Osakis, Minn., Aug. 11.—Harvest completed, and threshing of oats, rye and barley started. Yields fair, quality fine. Weather favorable for threshing but too cool for corn.—Osakis Mlg. Co.

Minnesota.—Reports indicate quite an increase in barley production for the state, compared with last year, due to larger yield per acre. Quality is less variable, and is about evenly divided into plump and medium weight, with no unsoundness from unfavorable harvest weather. Acreage about the same as last year, with average yield of 29½ bus. or almost 6 bus. more than 1916. Acreage in 1916 was 1,375,000.—E. P. Bacon Co., Milwaukee, Wis.

Minneapolis, Minn., Aug. 22.—Weather conditions past week favorable for harvesting and threshing and higher temperatures have improved corn conditions thruout the Northwest. In southern Minnesota and South Dakota, with favorable weather for next 2 weeks, a large corn crop will be produced. In the Bismarck and western territory of North Dakota there have been good, general rains, which have benefited late flax. A number of reports on flax state that the bolls of some of the early flax contain but little seed, due, undoubtedly, to extremely hot weather at the time the flax was forming. In some sections of Minnesota exceptionally heavy yields, and good quality, of barley and oats have been reported.—The Van Dusen Harrington Co.

MISSISSIPPI.

Aberdeen, Miss., Aug. 16.—Corn crop is excellent.—J. B. Chambers.

MONTANA.

Lohman, Mont., Aug. 21.—Crops will be light.—X.

Buffalo, Mont., Aug. 8.—Harvest just started. Dry season has cut wheat and oats to ½ of a normal crop. Quality will be good.—A. D. Skinner, mgr., Equity Co-operative Ass'n.

Conrad, Mont., Aug. 21.—Acreage of wheat about 30% more than last year. Harvesting general; only small amount threshed, but yield better than expected, varying from 8 to 25 bus. to the acre. Oats light and yield will be low.—R. R. Corry, agt., Greely-Schmidt Elvtr. Co.

NEBRASKA.

Coleridge, Neb., Aug. 14.—Very little wheat as it was all plowed up and put to corn.—Crowell Lbr. & Grain Co.

Cedar Rapids, Neb., Aug. 20.—Spring wheat and oats all harvested; good yields and fine quality. Corn promises 30 bus. per acre and good quality.—C. H. Eckery, mgr., Cedar Rapids Elvtr. Co.

NORTH DAKOTA.

Plaza, N. D., Aug. 18.—Crops are a complete failure.—Plaza Equity Elvtr. Co., by M. B. Ross.

Hamburg, N. D., Aug. 20.—Yield of grain is light, but it is of good quality.—E. A. Harseim, mgr., H. C. Scheer & Son.

Arthur, N. D., Aug. 13.—Crops are fair, quality good. Threshing begins this week.—J. A. Burgum, mgr., Farmers Elvtr. Co.

Battle View, N. D., Aug. 21.—Hail on Aug. 7 did much damage.—H. E. Wicklund, mgr., Farmers Elvtr. & Trading Co.

Hartland, N. D., Aug. 15.—Crop very poor, averaging only about 4 bus. to the acre.—J. L. Williams, mgr., Farmers Co-operative Elvtr. Co.

Elizabeth sta. (Fingal p. o.), N. D., Aug. 13.—Harvest completed and threshing in progress. Yield and quality good.—Chas. F. Easton, agt., Dodge Elvtr. Co.

Clifford, N. D., Aug. 13.—Harvesting in full blast. Wheat will yield 10 to 12 bus. to the acre. Quality good. Some barley threshed; good quality.—G. H. Bristol, mgr., Clifford Farmers Elvtr. Co.

OKLAHOMA.

Sentinel, Okla., Aug. 13.—Having plenty of rain. Feed crop looks good. Large acreage of land prepared for wheat. Threshing nearly all done.—A. T. Jones.

SOUTH DAKOTA.

Lemmon, S. D., Aug. 8.—Crop acreage slightly larger than last year, but the yield is going to be light.—Agt., Columbia Elvtr. Co.

Reports from South Dakota indicate material increase in the state's barley production compared with last year. Quality is uniformly good; about ½ the reports say more or less discoloration and some say good color. Average of estimates shows 9¼% increase in acreage. Average yield 29 bus. to the acre, which is 8 bus. more than in 1916. Acreage in 1916 was 825,000.—E. P. Bacon Co., Milwaukee, Wis.

WISCONSIN.

Milwaukee, Wis., Aug. 20.—Reports indicate increase in barley production for state as compared with last year, average showing 1½% increase in acreage, with average yield of 32½ bus. Quality good, berry generally medium weight or plump, no unsoundness from unfavorable harvest weather and no reports of light weight. Generally discolored, none very bright, although some reports say good color.—E. P. Bacon Co.

WYOMING.

Burns, Wyo., Aug. 20.—Prospects good. Fall wheat short but it is improving. Spring grain is fine.—H. L. Noyes, sec'y, Farmers Elvtr. & Mfg. Co.

Ottawa, Ont., Aug. 24.—Acreage of principal field crops, with estimates of probable production are as follows: Fall wheat, 585,946 acres, and 13,548,267 bus.; spring wheat, 182,957 acres, 3,879,954 bus.; barley, 551,298 acres, 19,363,329 bus.; oats, 2,763,355 acres, 118,949,213 bus., and rye, 133,077 acres, 2,305,601 bus., compared with fall wheat, 704,867 acres, 14,942,050 bus.; spring wheat, 144,305 acres, 2,213,961 bus.; barley, 527,886 acres, 12,388,969 bus.; oats, 2,689,762 acres, 71,297,528 bus., and rye, 148,738 acres, 2,354,410 bus. in 1916.—Ontario Bureau of Industries.

THE BRITISH MINISTRY of Food hopes to bring into operation the regulation fixing the price of bread at 9 pence per 4 lbs. either on or before Sept. 1. It is stated that the price of flour to bakers will be reduced to 43 shillings, 9 pence per 280 lbs.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

COLORADO.

Salida, Colo., Aug. 22.—No wheat or oats in farmers hands.—Holcomb Feed & Imp. Co.

ILLINOIS.

Peoria, Ill.—Receipts at this market during July were: Wheat 49,200 bus., corn 2,742,500 bus., oats 1,235,600 bus., rye 8,430 bus. and barley 183,400 bus., compared with wheat, 265,200 bus., corn 3,327,600 bus., oats 962,000 bus., rye 39,600 bus., and barley 209,200 bus. in July, 1916. Shipments were: Wheat, 54,600 bus., corn 699,670 bus., oats 893,750 bus., rye 2,400 bus., and barley 76,000 bus., compared with wheat, 212,800 bus., corn 1,933,750 bus., oats 802,950 bus., rye 23,400 bus., and barley 37,005 bus. in 1916.

KANSAS.

Woodston, Kan., Aug. 21.—Practically no grain of any kind in farmers hands.—F. F. Jones, mgr., Woodston Grain Co.

Yates Center, Kan., Aug. 20.—Three-fourths of wheat remains in farmers hands.—Harder & Weide Hay & Grain Co.

MINNESOTA.

Minneapolis, Minn., Aug. 22.—Owing to uncertainty of market situation, wheat has not been hauled very freely to the country elvtrs. and producers and dealers are now awaiting the announcement from the government as to the price to be set for wheat. Receipts of barley and oats in the country are now increasing quite rapidly, as these grains are handled by country elvtrs. as in former seasons.—The Van Dusen Harrington Co.

MISSOURI.

Vandalia, Mo., Aug. 20.—About half of wheat and 80% to 90% of oats in farmers hands. Very little old corn left.—J. F. Coontz Grain Co.

MONTANA.

Conrad, Mont., Aug. 21.—No old grain in farmers hands.—R. R. Corry, agt., Greely-Schmidt Elvtr. Co.

NEBRASKA.

Cedar Rapids, Neb., Aug. 20.—Farmers not satisfied with present prices on wheat and oats. They have stored or stacked.—C. H. Eckery, mgr., Cedar Rapids Elvtr. Co.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	359,355,000	51,662,000	36,620,879	119,166,000	113,876,000
July 7.....	4,399,000	7,071,000	420,000	545,000	4,791,000	2,570,000
July 14.....	8,107,000	7,963,000	927,000	1,375,000	2,351,000	4,299,000
July 21.....	4,964,000	8,327,000	936,000	1,749,000	3,800,000	3,411,000
July 28.....	2,424,000	6,891,000	1,302,000	1,027,000	3,296,000	3,065,000
Aug. 4.....	4,757,000	7,032,000	833,000	1,353,000	3,684,000	3,381,000
Aug. 11.....	4,670,000	5,782,000	994,000	1,738,000	3,442,000	4,403,000
Aug. 18.....	4,224,000	5,813,000	572,000	1,428,000	1,914,000	4,180,000
	33,545,000	48,879,000	5,984,000	9,215,000	23,278,000	25,309,000

Daily Closing Prices.

The daily closing prices of oats and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER OATS.

	Aug. 10.	Aug. 11.	Aug. 13.	Aug. 14.	Aug. 15.	Aug. 16.	Aug. 17.	Aug. 18.	Aug. 20.	Aug. 21.	Aug. 22.	Aug. 23.	Aug. 24.
Chicago	58½	57½	57½	57½	57½	55½	54½	53½	54½	53½	54½	54½	54
Minneapolis	56½	55½	55½	55½	55½	54½	52½	51½	51½	52½	52½	52½	52½
St. Louis	60½	59½	57½	58½	58½	56	55	54½	55	54½	55½	55½	55
Omaha	60½	60	59½	59½	61	58½	56	54½	53	55	55½	55½	55½
*Winnipeg	66½	66½	65½	66½	65½	63½	62½	61½	62	62½	63½	63½	63½
Milwaukee	58½	58	57½	57½	57½	55½	54½	53½	54½	53½	54½	54½	54

DECEMBER CORN.

	Aug. 10.	Aug. 11.	Aug. 13.	Aug. 14.	Aug. 15.	Aug. 16.	Aug. 17.	Aug. 18.	Aug. 20.	Aug. 21.	Aug. 22.	Aug. 23.	Aug. 24.
Chicago	115½	114½	114½	115½	115	113½	112½	108½	108½	108½	108½	109½	110½
Kansas City	117½	116½	117½	116½	115½	113½	111½	107½	107½	107½	107½	108½	110½
St. Louis	116½	115½	114½	115½	114½	113	111½	106½	108½	108½	107½	108½	110
Omaha	115	115	115	115	115	115	112	108	106	106	106	106	106

*October.

OKLAHOMA.

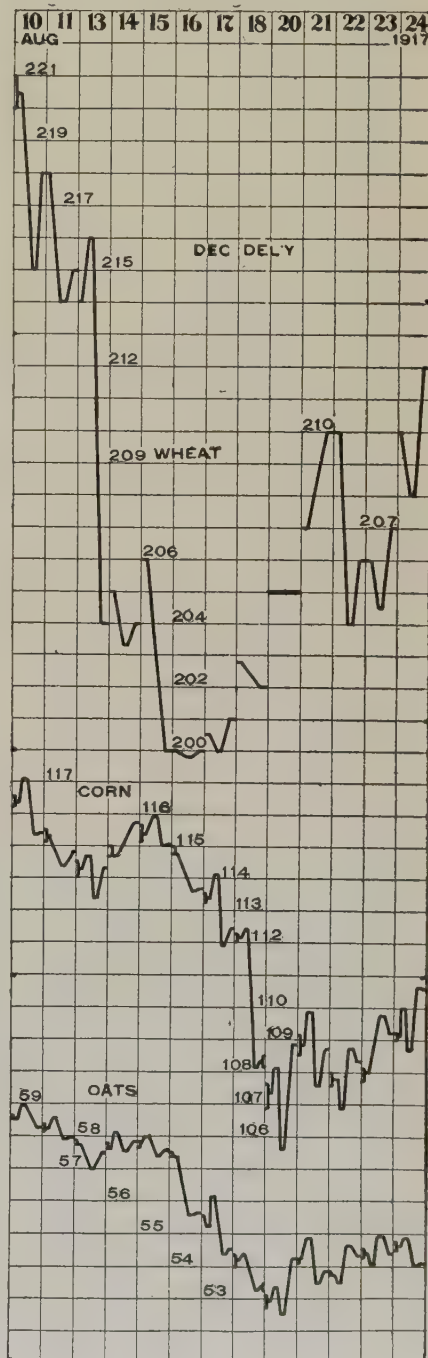
Sentinel, Okla., Aug. 13.—Farmers have 60% of wheat in their bins, and say they are going to have \$3 for it.—A. T. Jones.

TEXAS.

Fort Worth, Tex., Aug. 18.—There are few places in Texas but what will require the shipping in of corn, hay, fodder, oats and other feedstuffs, and in many places this will have to be done on a large scale.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for two weeks ending Aug. 24 are given on the chart herewith.



Plans of the Food Administrator.

The Food Administration has announced its plans as to the control of wheat, flour and bread as follows:

1. As a result of the isolation of certain of the world's wheat producing countries, by either belligerent lines or short shipping, the normal determination of the price of wheat by the ebb and flow of commerce is totally destroyed.

2. In order to control speculation, and to secure more equitable distribution of the available wheat and flour between their countries, the Allied governments have placed the whole purchase of their supplies in the hands of one buyer. Also the European neutrals are now buying their wheat through single Government agents instead of in the normal course of commerce. Therefore, the export price of wheat and flour, and thus in the real price, if not controlled, will be subject to almost a single will of the foreign purchaser.

3. In normal times, American wheat moves largely to Europe in the Fall months. This year, the shortage of shipping necessitates its distribution over the entire year. Therefore, there is danger of a glut in our warehouse system over a considerable period.

Therefore, the Food Administration has determined to take the following course:

To eliminate speculation in wheat and flour, all elevators, and mills over 100 barrels daily capacity will be required to take out a government license, the conditions of this license to be—

That only reasonable and customary charges shall be made for warehouse service;

That no wheat shall be stored for more than 30 days without the approval of the Food Administration;

That certain information as to receipts and shipments shall be supplied regularly.

The grain exchanges are being asked to suspend all dealings and quotations in future wheat.

These regulations will come into force Sept. 1st.

While farmers' co-operative elevators are excepted by the Food Bill, this, however, only applies to mutual concerns and not to stock companies.

Purchase Wheat at Terminals: The Food Administration proposes to open agencies for the purchase of all wheat at the principal terminals, carrying on its transactions with the usual dealers and is prepared to take the whole harvest if necessary in order to maintain a fair price, and will resell wheat for export in such quantities as we can afford to part with in protection of our own people on one hand, and to sell on the other to the millers for domestic consumption.

The Administration will make no charge except a minimal percentage to cover costs of the operation and arrangements will be made which will assure the government against loss.

Auditors: In order that nothing shall be left to mischarge we are setting up a properly constituted and independent Auditing Committee which will check all transactions at every point.

Fair Price Com'ltee: The Food Administration under these arrangements would have a large influence in effecting the price of wheat. With a view to determining a fair price, the President has approved the appointment of a committee to be selected from representatives of the producing sections and consuming elements. This committee will be assembled under the chairmanship of President Garfield of Williams College, and it will be the duty of this committee to determine a fair price for the 1917 harvest.

Upon the determination of this fair basis, it is the intention of the Food Administration to use every authority given it under the law and the control of exports to effect the universality of this fair basis throughout the whole of the 1917 harvest year without change or fluctuation. It should thus be clear that it will not be to the advantage of any producer to hold back his grain in anticipation of further advance, for he will do so only at his own cost of storage and interest, and if it is necessary for the government to buy the entire wheat harvest in

order to maintain this fair price in protection of the producer, we intend to do so.

The holding of wheat or flour contracts by persons not engaged in the trade, and even when in trade, in larger quantities than is necessary for the ordinary course of their business, is unlawful under the act, and such cases will be prosecuted with vigor. And we would advise such holders to liquidate their contracts at once.

Stabilize Price: By the above arrangement we believe that we shall stabilize the price of wheat throughout the year; that the hazards of operation due to fluctuating prices which are imposed upon our milling and distributing community will be eliminated and therefore their business can return to the normal lines and the normal margins of profit, and that we shall not only have stabilized the price of wheat, but stabilized the price of flour, and that it should enable us to arrive at a stabilized price of bread.

Co-operation of Millers: The Food Administration has had the patriotic co-operation of the leading millers of the country and these millers have organized, at the request of the Food Administration, a committee to represent the entire trade. Detailed proposals for an agreed differential of profit and expenses per barrel of flour and per ton of feed are under discussion. Under this arrangement the public will be assured an equitable and stabilized price of flour based upon the cost of raw material and we confidentially expect the volunteer arrangement with the mills which will give satisfaction to the public.

The Food Administration will stipulate for a large proportion of export of flour instead of wheat, and as the export orders for flour will be given subject to the approval of the Food Administration, those mills who co-operate with the Administration will be given the benefit of the exports employment. By thus encouraging the home production of flour the manufacturing cost will be reduced and, therefore, the American public will receive indirect benefit in lowered margins of cost in distribution.

Proclamation on Licensing of Elevators.

On Aug. 14 President Wilson issued the following proclamation:

I, Woodrow Wilson, President of the United States of America, by virtue of the powers conferred upon me by said act of Congress, hereby find and determine and by this proclamation do announce that it is essential in order to carry into effect the purposes of said act, to license the storage and distribution of wheat and rye and the manufacture, storage, and distribution of all products derived therefrom to the extent herein-after specified.

All persons, firms, corporations, and associations engaged in the business of either storing or distributing wheat or rye as owners, lessees, or operators of warehouses or elevators, and all persons, firms, corporations, and associations engaged in the business of manufacturing any products derived from wheat or rye (except those operating mills and manufacturing plants of a daily capacity of 100 barrels or less and farmers and co-operative associations of farmers), are hereby required to secure, on or before Sept. 1, 1917, a license, which license will be issued under such rules and regulations governing the conduct of the business as may be prescribed.

Applications for licenses must be made to the United States Food Administrator, Washington, D. C., upon forms prepared by him for that purpose.

Any person, firm, corporation, or association, other than those hereinbefore excepted, who shall engage in or carry on the business of either storing or distributing wheat or rye as owners, lessees, or operators of warehouses or elevators or manufacturing any products derived from wheat or rye after Sept. 1, 1917, without first securing such license will be liable to the penalties prescribed by said act of Congress.

Europe's Need as the Food Administrator Sees It.

According to the Food Administration "The United States and Canada have a wheat deficit for this year of over 400,000,000 bus. in the amount required from North America for the Allied nations and neutrals of Europe, on a basis of normal wheat consumption there, as shown by figures for a three-year pre-war period.

"The normal requirements of France, Italy, the United Kingdom, and Belgium for the pre-war period averaged 381,000,000 bus. of wheat, and of the other cereals 345,000,000 bus. To this should be added the estimated deficiency due to war in their grain production for this year of 525,662,000 bus., of which 196,905,000 are wheat, making it necessary for these countries to import in the next twelve months a total of 577,000,000 bus. of wheat and 674,000,000 bus. of other cereals if normal consumption requirements are to be met.

"The estimated wheat surplus for 1917 of the United States is 88,000,000 bus., to which should be added the probable surplus of 120,000,000 bus. for Canada.

"Of other cereals the United States will have an estimated surplus this year in excess of 829,000,000 bus.; and Canada a surplus of 119,000,000 bus., or a total of about 950,000,000 bus.

"Therefore, on the normal basis of consumption the total Allied wheat import requirements are 577,000,000 bus. against a North American surplus of 208,000,000 bus., or 369,000,000 bus. in excess of the supply. From our United States supply we must reserve a certain amount for neutrals from whom we receive vital supplies, and also an amount to better protect our stocks next year than this last. There is, therefore, a deficit of 400,000,000 bus. in the amount necessary for normal consumption and necessary reserves.

"While this situation is one of great difficulty and concern it must be met, and met by elimination of waste and reduction in wheat consumption and proper substitution on the part of the Allied people and ourselves; in one word, by an effective administration of the available supply.

"In the other cereals, used in Europe mostly for animal feed, the import necessities of the Allies on normal consumption basis are about 674,000,000, against a North American surplus of 950,000,000. The necessary reserve for neutrals and increased "carry over" will absorb all the margin. However, upon the basis of our present crop prospects we should be able to supply their requirements in cereals other than wheat."

Bean Jobbers Will Help.

The bean growers and bean dealers of the country have notified the Food Administration that they are ready to do everything within their power to help the nation win the war, and to benefit the American consumer through a reasonable price for this important food.

The dealers announced that they will be perfectly willing to be licensed under the Food Administration Law whenever the Food Administrator deems it practical to do so.

A permanent committee was elected to represent the industry and to confer with the Food Administration whenever desired. The conferees announced that they are willing to abide by whatever regulations this committee deems necessary to win the war. This committee consists of

the following men: W. J. Orr, Chairman, of Michigan; E. E. Doty, of New York; G. G. Wilson, of Colorado; H. Clay Miller of California.

This committee was also elected as a cooperative committee on beans for the food section of the War Industries Board of the Council of National Defense, to co-operate through them with the army and navy, to furnish them with sufficient beans for the coming year. The bean dealers agreed to furnish beans for the army and navy in the quantities that are desired.

Federal Food Commissioners.

To administer the Lever law on state matters and to co-ordinate the state and federal food activities, the following gentlemen, offering their services voluntarily, have been approved by President Wilson as Federal Food Commissioners:

Alabama, Richard M. Hobbie, Montgomery; Arizona, Timothy A. Riordan, Flagstaff; Arkansas, Hamp Williams, Hot Springs; California, Ralph P. Merritt, San Francisco; Connecticut, Robert Scoville, Hartford; Georgia, Dr. Andrew M. Soule, Athens; Illinois, Harry A. Wheeler, Chicago; Indiana, Dr. Harry E. Barnard, Indianapolis; Iowa, J. F. Deems, Burlington; Kentucky, Fred M. Sackett, Louisville; Louisiana, John M. Parker, New Orleans; Maryland, Edwin G. Baetger, Baltimore; Massachusetts, Henry B. Endicott, Boston; Montana, Prof. Alfred Atkinson, Bozeman; Nebraska, Gurdon W. Wattle, Omaha; Nevada, Henry M. Hoyt, Reno; New Hampshire, Huntley N. Spaulding, Concord; New Mexico, Ralph C. Ely, Santa Fe; North Carolina, Henry A. Page, Aberdeen; Oklahoma, Dr. Stratton D. Brooks, Norman; Oregon, W. B. Ayer, Portland; Pennsylvania, Howard Heinz, Philadelphia; Rhode Island, Alfred M. Coats, Providence; Utah, W. W. Armstrong, Salt Lake City; Vermont, James Hartness, Springfield; Washington, Charles Hebbard, Spokane; Wisconsin, Magnus Swenson, Madison; Wyoming, Theodore C. Diers, Sheridan.

Federal Food Commissioners.

A conference of recently appointed Federal Food Commissioners for various States was held at Washington this week in the conference room of the Food Administration. The meeting was addressed

by the United States Food Administrator, who explained what was expected in the way of co-operation from the representatives of the States and made a general statement of the needs for food conservation.

Dr. Ray Lyman Wilbur, in charge of the food conservation work under the United States Food Administration, explained briefly the plan to enroll the support of all the women of the country in the policies of the Food Administration. He detailed many of the plans which are being perfected for spreading information in regard to the necessity now facing the country to conserve the food supply.

Federal Food Commissioners have been appointed in 28 of the states, with the balance of the appointments to follow shortly.

The duties of the commissioners are to administer the provisions of the Food Administration law so far as they apply to internal state matters and to co-ordinate the state food activities, voluntary or official, with the Federal Food Administration.

All appointments of commissioners thus far made have been approved by the President, and all Commissioners are serving on a strictly volunteer basis.

Aug. 31 Is Food Supply Day

On Aug. 31 the Bureau of Markets, assisted by other bureaus of the United States Department of Agriculture, will get a tabulation of food stocks on the farms, in storage, in the hands of manufacturers and wholesalers, in retail stores, and in the homes.

This means that some 10,000 representative households will tabulate their food supplies, and from these a fairly accurate index of the homes of the country as a whole may be obtained; it means also that in 43 counties representing average conditions for a certain per cent of the total population, as well as in New York City, which represents a peculiar problem, a local canvass will be made of retail stores.

About 350,000 wholesale and large retail concerns, storage places, and manufacturing and jobbing establishments report directly to the Department on special forms which have been sent out for the purpose, and the crop reporters of the Department will furnish records made out, through them, of the stocks on about 350,000 farms. Thus the large holdings

in the hands of commercial concerns will be shown by actual inventory, while the reports from the selected farms will serve as a basis for estimates of these products of the entire country.

The Price Fixing Com'te.

The President has expressed the wish that the following gentlemen shall serve on the committee to determine a fair basic price to be paid in the Government purchases of wheat:

President H. A. Garfield, of Williams College, Chairman.

Charles J. Barrett, President Farmers' Union, Union City, Ga.

Wm. N. Doak, Vp. Brotherhood of Railroad Trainmen, Roanoke, Va.

Eugene E. Funk, Pres. National Corn Ass'n., Bloomington, Ill.

Edw. F. Ladd, Pres. North Dakota Agricultural College, Fargo, N. Dak.

R. Goodwyn Rhett, Pres. Chamber of Commerce of the United States, Charleston, S. C.

J. W. Shorthill, Secy. Nat. Council of Farmers' Cooperative Ass'n., York, Nebr.

James W. Sullivan, American Federation of Labor, Brooklyn, N. Y.

L. J. Tabor, Master Ohio State Grange, Barnesville, O.

Frank W. Taussig, Chairman Federal Tariff Commission, Washington, D. C.

Theo. N. Vail, Pres. American Telephone & Telegraph Company, New York City.

Henry J. Waters, Pres. Kansas State Agri. College, Associated with Dept. of Agriculture, Manhattan, Kan.

The Com'te has held several conferences in Washington and will meet again next Monday.

Announcement on Discounts, Charge to Buyers and Seed Wheat.

One of the first announcements to be made by the Wheat Fair Price Com'te was as follows:

When announcement is made of a reasonable price for the 1917 No. 1 northern spring wheat, the Food Administration will, at the same time, state the basis on which the Grain Corporation will buy the different classes and grades of wheat in the principal grain markets.

The expenses of the Grain Corporation will be met by voluntary fees paid by the millers and the export buyers, and will not be deducted from the price fixed.

The Food Administration, in cooperation with the Agricultural Department, is providing for the establishment of suitable stocks of seed wheat which it proposes to sell to the farmer without any profit.

The Fair Price Com'te.



Left to right: James W. Sullivan; George W. Nasmyth, secretary of Committee; Henry J. Waters; William N. Doak; R. Goodwyn Rhett; Dr. Henry A. Garfield, Chairman; Professor Frank W. Taussig; Theo. N. Vail; Eugene E. Funk; J. W. Shorthill; L. J. Tabor; and Dr. Edwin F. Ladd.

Meeting of Sweet Feed Manufacturers.

The Sweet Feed Manufacturers Ass'n held its first annual meeting at Memphis, Tenn. The delegates were welcomed by Representative Hubert Fisher, who emphasized the important part the manufacturer of feed will play in winning the great war for democracy.

Pres. W. A. Hall: The purpose of this Ass'n is to improve the manufacturing and merchandising methods of sweet feed manufacturers. We feel that without exception American business men fully appreciate that no one individual or corporation is competent to handle or even promote the success of any one particular industry, and that only thru co-operation can our business be developed as it should be.

The Sweet Feed Manufacturers' Ass'n is not attempting a combine among manufacturers since we believe that would be most inadvisable, but the ass'n does stand and insists upon our members incorporating into their manufacturing and merchandising policies sane, progressive, common-sense methods, and we are here for the purpose of developing these points to the fullest possible extent and just so sure as one of us makes a material blunder, each one of us reaps our share of the misfortune.

If one mill turns out a poor car of sweet feed, or a hot car of sweet feed, or some salesman exaggerates the possibilities of a cheap piece of goods, or some mill sells feed under cost, and loses money, he not only hurts himself, but every mill that manufactures a single bag of the same product. That's why the Sweet Feed Manufacturers' Ass'n is absolutely essential to the success of our individual interest.

Edward R. Barrow told of the food value of sweet feeds compared with other feedstuffs, and the importance of balanced rations, and urged manufacturers to study their formulas from this standpoint.

J. B. Edgar, Memphis, outlined the possibilities of advertising sweet feeds to the consumer. As the result of his clear cut presentation it was voted to tax each manufacturer a maximum of 5 cents per ton output, to defray the cost of a campaign to educate the consumer to the merits of sweet feeds. The total cost of the campaign will be approximately \$20,000.

J. B. Edgar, J. W. Johnson and E. Wilkinson were appointed to confer with a com'te of the American Feed Manufacturers' Ass'n on affiliation of the two ass'ns.

At the afternoon session the uniform sales contract was discussed, and a com'te composed of F. X. Murphy, G. D. Simonds and Otto Weiss was named to draft a uniform contract.

In the absence of H. E. Halliday his paper on "Selling Costs" was read by F. J. Malone.

After adjournment the delegates went for an automobile ride around the city. This was followed by entertainment and luncheon at the Memphis Country Club, and a drive to the Alaskan Roof Garden, where the evening wound up with a cabaret and dancing.

Thursday morning G. D. Simonds of St. Louis made an able address on "Sweet Feeds, Past and Present." He stated that full publicity was the cure for evils that infest all new industries.

It was voted to send a telegram to Herbert Hoover at Washington tendering the services of the Ass'n.

E. Wilkinson, Birmingham, Ala.: Even with our advanced business ideas and methods manufacturing costs are not given as much attention as they should receive. Errors in the cost system of one manufacturer are detrimental not only to himself but to every manufacturer in the business of selling feed.

J. C. Joyce, feed inspector for Tennessee, led a discussion on weights and effect of moisture on feeds.

Officers were elected as follows: Pres., J. B. Edgar, Memphis; vice pres., E. Wilkinson, Birmingham, Ala.; treas., F. X. Murphy, Memphis; sec'y., P. M. Birmingham, Memphis; directors for one year, J. W. Anderson, Kansas City, Mo., W. A. Hall, Memphis; for two years, J. M. Cook, Pine Bluff, Ark.; and B. R. Cooner, Columbia, S. C.; executive com'te, J. B. Edgar, W. A. Hall and F. X. Murphy.

IN ATTENDANCE.

Among those present were: J. W. Anderson, Kansas City, Mo.; M. M. Bosworth, Memphis; Edward R. Barrow, Memphis; Festus Barter, Cairo, Ill.; H. V. Bahlau, Pine Bluff, Ark.; W. W. Church, Clinton, Okla.; Samuel Costan, Blytheville, Ark.; G. A. Chapman, Chicago, Ill.; J. M. Cook, Pine Bluff, Ark.; E. C. Dreyer, St. Louis, Mo.; F. E. Davenport, Ft. Smith, Ark.; K. Darragh, Little Rock, Ark.; J. B. Edgar, Memphis; Harry N. Eddins, Tuscaloosa, Ala.; Geo. W. Fogleman, Nashville, Tenn.; H. W. Goolsby, Hartsville, S. C.; Will A. Hall, Memphis; C. C. Holt, East St. Louis, Ill.; R. M. Hobbie, Montgomery, Ala.; H. C. Haley, East St. Louis, Ill.; R. M. Houston, Nashville, Tenn.; J. C. Joyce, Nashville; Lehman Johnson, Memphis; Henry C. Joehnk, Clinton, Ia.; E. M. Keller, Chicago, Ill.; B. F. Liddon, Corinth, Miss.; B. T. Manard, New Orleans, La.; F. X. Murphy, Memphis; Elmo Marsh, Pine Bluff, Ark.; F. J. Malone and J. D. Mayes, Cairo, Ill.; E. V. Phillips, New Orleans, La.; G. E. Patteson, Memphis; S. W. Polk, Nashville, Tenn.; J. E. Redus, Meridian, Miss.; J. M. Robertshaw, Greenville, Miss.; T. E. Snyder, Chicago, Ill.; Frank Showers, Chicago; W. R. Smith-Vanis, Memphis; S. S. Steed, Shawnee, Okla.; G. D. Simonds, St. Louis, Mo.; J. W. Sykes, Jr., Memphis; H. Wehmann, Minneapolis, Minn.; S. T. Wildbahn, St. Joseph, Mo.; Otto Weiss, Wichita, Kan.; E. Wilkinson, Birmingham, Ala.; J. F. Weinman, Little Rock, Ark.; and W. Youtsey, Cincinnati, O.

THE GRAIN DEALERS JOURNAL is part of our business and we cannot do without it.—M. J. Wagey, mgr., Farmers Grain & Live Stock Ass'n, Cambridge, Neb.

THE SMALL MILLS seem to have been ignored in making up the requirements of the Food Control Board. Ohio mills for instance. We think we are safe in stating that over 75% of Ohio Mills are of less than 100 barrel daily capacity. Mills under 100 barrel capacity cannot make flour for 75 cents per barrel, nor get a yield of 4 bushels and forty-five pounds.—F. H. Tanner, sec'y Ohio Millers State Ass'n.

REPORTS are being received that gain is spoiling at the seaboard because of the inability of its owners to obtain permission to export the grain to the country to which they desire it to go. We recognize that some regulation is necessary to prevent grain and other productions from reaching the enemy thru the agency of neutral nations; and we believe that the proper method has been chosen to accomplish this result. The thing which is to be condemned is not the decision to require licenses before exporting is permitted, but it is the failure of the authorities to demand of the owners of grain at the seaboard that if it cannot be exported to the country which they desire shall receive it, some other disposal be made of it while it is still usable.

Does it Pay?

For several months the Journal has published in nearly every issue a number of reports of accidents to men working about grain elevators. Some of these reports have been compiled from the files of casualty insurance companies specializing in insuring grain elevator employes, while many others have been received from various correspondents and published in our news columns.

The sixteen numbers of the Journal which have been issued during the present year have contained, under the special heading of Elevator Casualties on the last page of each number, a total of 79 reports of accidents. These include only the accidents which have been sustained by men whose employers are members of mutual casualty insurance companies and it is quite probable that not one-half of all accidents which occur are so recorded as to become available for statistical purposes. If the whole number were known the figures would be more impressive, but, by accepting only the 79 accidents about which we know, a little calculation discloses the fact that an accident occurred every three days.

The accidents themselves range from a scratch or a mashed finger to the loss of a limb, and in a few instances death has resulted. Most of these accidents could have been prevented. In fact, a great percentage of all accidents are due to carelessness, and, therefore, are preventable.

The carelessness may be chargeable to the injured one himself, or to another who allowed conditions to exist which made the accident possible, and this feature can only be determined after a study of each particular case. It matters little who is at fault when the accidents are being considered as a mass, because the lesson which is to be learned by the man who has not yet been injured (or who, if injured, is still alive and able to work) and by the employer whose plant has not been made safe is the lesson which is contained in the statement that carelessness upon the part of every one will materially reduce the number of accidents.

As the result of each accident some one was made to suffer. As the result of a few of the accidents a man was crippled for life and his earning power either wholly or partially destroyed. In this country we have had altogether too much of the carelessness which makes possible the majority of the accidents, and this not alone in our grain elevators but in every phase of industrial activity. We have already learned by sad experience that carelessness does not pay, and just as certainly has it been proven that carelessness does pay.

Co-operation is the next step to be taken. Employer, employee, insurance company and state labor bureau must each do part of the work. All are ready to take up the task; then why not begin now to guard all moving machinery and protect the unwary from the dangerous places?

FRANCE has instituted a system of bread cards, the decree to become effective Oct. 15. Each person will be entitled to 1 lb. daily, but an extra ½ lb. may be obtained on application, and manual workers may be allowed a further ½ lb. by the mayor of their locality. The cards will be made out in the names of heads of families, who must name their regular baker.

War Affecting the Grain Trade.

NORWEGIAN VESSELS Aug. 18 started unloading 17,000 tons flour at the seaboard.

ENGLAND reduced its wheat consumption during July 20 per cent compared with February.

THE UNITED STATES Army Quartermaster is buying great quantities of flour around 6 cents per pound.

THE SWISS government is encouraging the substitution of corn bread among the people since the scarcity of wheat.

THE PREFERENTIAL shipment bill has been signed by President Wilson, authorizing priority to designated foodstuffs and war munitions.

ALL GRAIN EXCHANGES in Canada will cease trading in wheat for future delivery on Aug. 31, by order of the government board of grain supervisors.

DUTCH ships held at New York are to be permitted to sail with foodstuffs, it is said, on condition that most of the cargoes be sent to the starving Belgians.

AMERICAN merchant vessels engaged in over-seas trade should provide themselves with provisions for the round trip when leaving the United States, is the request of Sec'y Daniels.

ENGLAND'S food situation is better today than it has been for years, said Lloyd George Aug. 16 in the House of Commons. He placed the amount of wheat now on hand at 16,000,000 bus.

THE PRICE FIXING com'tee of the food administration met at Washington Aug. 21 and organized preparatory to holding day and night sessions. All interests are to be consulted from the farmer to the baker.

WE ARE FINISHING UP the season with very large stocks of wheat in the principal ports of the United Kingdom and an ample quantity afloat, due to arrive within the next month or two.—*Corn Trade News*.

APPLICATIONS FOR EXPORT LICENSES must be made on one of the regular forms provided by the Division of Export Licenses and obtainable at district offices of the Bureau of Foreign and Domestic Commerce.

UNDER GOVERNMENT export permit No. 1 a consignment of 5,000 bus. of wheat was made Aug. 13 for shipment to Liverpool, Eng., for the account of the United States government by the Goodrich Bros. Hay & Grain Co., at Winchester, Ind.

MISERY and economic ruin for Holland will result if we fail to persuade the American government to permit a continuance of the supply of grain, declared the members of the Dutch mission Aug. 15, as they were about to sail for the United States.

THE FRENCH FOOD CONTROLLER, M. Violette, after consultation with the manufacturers of semolina, macaroni and other similar food preparations, has decided to requisition, on arrival at French ports, all kinds of hard and other wheat capable of being utilized in the manufacture of these foodstuffs.

A BONUS of \$20 for every extra ton of cereal produced in the kingdom has been established by the Italian government in order to increase the cultivated area. The general staff has taken steps to furnish the farmers with labor by granting agricultural leave to any soldier at the request of the mayor of his town.

AN ORDER made by the British Food Controller forbids the use of winter-sown winter beans grown in the United Kingdom in 1917 for any purpose other than seed. It also prohibits purchase or sale of such beans except by persons ordinarily dealing in them, and with a view to their being used or re-sold for the purposes of seed. The order does not refer to Ireland.

IT IS WORTH noting that after the war Europe with lessened herds will, pending their recuperation, require less fodder and will therefore produce more bread grains and import less of them, so that we can, after the war, safely reduce our bread grain production so as to increase our fodder. But we must lay our foundation in the meantime to increase our herds.—*Food Administration*.

THE BRITISH GOVERNMENT proposes to take over all flour mills of any importance, and to establish a price for flour to the bakers which will permit the sale of bread at 9d. per quartern loaf. The difference between the price which the government pays for imported wheat or which the miller pays the British farmer for his wheat and the amount realized by the millers from the sale of flour will be met by a subsidy from the exchequer. The amount of this subsidy cannot yet be definitely determined, but it has been estimated by various authorities at between £12,000,000 and £38,000,000 per year.—*Corn Trade News*.

PROFITEERING was defined by Mr. Currie in the British parliament recently as undue participation in the game of grab. In the course of a long speech Mr. Runciman answered such statements by saying that there should be no more talk about profiteering unless there was substantial support for the accusation. He insisted that in that country not a single penny of profiteering was made out of wheat. It could only be reduced in price by payment out of the exchequer, tho he considered that a dangerous policy. The main cause of the increase in prices, in his view, was not to be found among profiteers, carriers, or producers, but in the impossibility of financing the war without a degree of inflation altogether unprecedented.

Speakers for National Meeting.

Speakers of world note and great interest are scheduled for the annual meeting of the Grain Dealers National Ass'n at Buffalo Sept. 24, 25 and 26.

Herbert C. Hoover, Food Administrator, is among those who have accepted invitations to address the Ass'n. Others are Chas. J. Brand, chief of the Bureau of Markets, Sir George E. Foster, minister of Trade and Commerce of Canada, and Hon. J. P. Goodrich, governor of Indiana.

A CENTRAL Cereal Office has been arranged under the control of M. Violette, the Food Controller, by the French Government. This office will supervise the purchase, distribution and transportation of cereals in the whole of the agricultural districts of France, whether they be intended for military or civil consumption. Only those French or allied dealers in grain who were registered before 1917 will be permitted to effect purchases of the growing crops either directly or thru brokers. The decree will come into force Sept. 1.

The Hopes of the Food Administrator.

In the statement issued by Herbert Hoover of the food administration he says, the hopes of the Food Administration are three-fold.

First, so to guide the trade in the fundamental food commodities as to eliminate vicious speculation, extortion and wasteful practices and to stabilize prices in the essential staples.

Second, to guard our exports so that against the world's shortage, we retain sufficient supplies for our own people and to cooperate with the Allies to prevent inflation of prices, and

Third, that we stimulate in every manner within our power the saving of our food in order that we may increase exports to our Allies to a point which will enable them to provision properly their armies and to feed their peoples during the coming winter.

The Food Administration is called into being to stabilize and not to disturb conditions and to defend honest enterprise against illegitimate competition. It has been devised to correct the abnormalities and abuses that have crept into trade by reason of the world disturbance and to restore business as far as may be to a reasonable basis.

The business men of this country, I am convinced, as a result of many hundreds of conferences with representatives of the great forces of food supply, realize their own patriotic obligation and the solemnity of the situation, and will fairly and generously cooperate in meeting the national emergency. I do not believe that drastic force need be applied to maintain economic distribution and sane use of supplies by the great majority of American people, and I have learned a deep and abiding faith in the intelligence of the average American business man whose aid we anticipate and depend on to remedy the evils developed by the war which he admits and deprecates as deeply as ourselves. But if there be those who expect to exploit this hour of sacrifice, if there are men or organizations scheming to increase the trials of this country we shall not hesitate to apply to the full drastic, coercive powers that Congress has conferred upon us in this instrument.

In enforcing the measures of the act it is not our intention to proceed with a host of punitive measures, but rather by co-ordination with the various trades to effect such constructive regulations as will render extortion, and other wasteful practices, impossible and will stabilize prices. Indulgence in profiteering in this hour of national danger is far from the wish or the will of the vast majority of our business people and I am convinced that while we must have ready in reserve the corrective powers given us, we shall by these powers free the great majority from necessity to compete with operators whose sole effort is to inflate prices and bring into disrepute the majority of honest traders. We propose to proceed as rapidly as possible with constructive regulation in various commodities and to announce each program as quickly as it is properly formulated.

Our Callers

W. N. Williams, Newark, Ill.
H. Jahns, Jr., Milwaukee, Wis.

Chokes.

BY CAL.

There was never a better time for cleaning the automatic scale than right now. And if it is always done now it will always be done now.

—O—

Money invested in a drain to keep the scale pit free from water will bring greater returns than the same amount invested in any other way.

—O—

Keep a barrel of slaked lime on hand and make a practice of sprinkling a little of it into each rat hole at frequent intervals. A little water and a little lime will play havoc with a rat's foot every time.

—O—

The time to re-lace a belt is just a short time before the old lace breaks. It's cheaper to throw away a lace that is almost worn out than it is to allow it to do its work until it gives way altogether and perhaps causes other and more serious trouble.

—O—

Were the seals which were placed upon that last car inserted thru the hasps in such a way as to make it absolutely impossible to open the door without breaking the seal? With each form of hasp there is at least one safe method of sealing. It will pay to spend a little time to learn it in order that the next car may be securely sealed.

—O—

If an employee who is sent into the elevator to load a 60,000-lb. car puts 83,420 lbs. into it, what would be a sufficient punishment? Of course, he will have to remove the overload; but if, in addition, his chewing tobacco is taken from him for a period of some days he will certainly give more attention to the stenciled capacity on future cars.

—O—

The manufacturers of grain cleaners never intended that braces should be placed from cleaner to building in such a way as to prevent the machine from vibrating without racking every joint. By trying to fasten a cleaner solidly at all points its life is thereby shortened, and a cleaner costs enough money that it should be given the care required to secure from it every possible day of usefulness.

—O—

Does the boss know that the old wornout machinery which is lying on the ground at the south side of the elevator is worth more now than he'd have thought could ever be possible? And does he know that any kind of old iron is worth good money today? Tell him about these facts and he will be so well pleased that it will be easy to get permission to clean up the premises and get rid of the old junk.

—O—

To splice a transmission rope properly requires familiarity with the conditions peculiar to the purpose for which it is to be used. Because he is not familiar with these requirements, the old sailor who has been splicing ropes all of his life can not splice a transmission rope as it should be done. The elevator man can easily learn to do the work by studying illustrated instructions. Get him the instructions, a marlin spike, some rope upon which to practice, and let him prepare to care for the emergency which is certain to arise some time in the future.

A gong installed in the elevator and connected with the telephone wires in such a way as to cause it to ring when a call is received will help to assure the manager that persons who call him get more satisfaction than Central's. "He does not answer his telephone." No matter how many elevator helpers he may have the manager can not be in the office at all times, and if an extension bell enables him to buy more grain or get 1c per bushel more for a single car it will have paid for itself. And the most satisfactory device is a loud ringing gong, for a small bell can not always be heard above the noise of the running machinery.

—O—

Hanger weights on scales deserve more attention than they receive. When it is kept in mind that a hanger weight which itself weighs only a few pounds will, when placed in the proper place, balance several hundred pounds on the platform it becomes quite plain that a difference of ounces in the weight of the hanger weight will cause a variation of pounds in the results shown by the scale when weighing is being done. The weights should never be used as a hammer or for any other purpose except that for which they were made, and they should be frequently tested and resealed.

—O—

When a brake was placed on the manlift "there was a reason." The builders intended that it should be used for holding the car at any desired point along the path of its runway; and they had no idea that it would ever be necessary to use a bolt inserted in a socket in the track as a stop. Nor will it be necessary to use the bolt if the brake is kept properly tightened. And then, to prove there is value in everything, the bolt, as a supplementary stop, will not be found useless. For instance, if an innocent bystander, who has no business in the elevator, wanders along and steps onto the brake pedal with one foot (the other of his lower extremities the while remaining off the platform of the car) the bolt will effectually prevent an accident.

HOOPER is expected to order the reduction of the alcoholic content of beer from 4 per cent to 2 per cent, to save grain. Hoover ruled Aug. 17 that the manufacture of whisky must be stopped at 11 p. m., Sept. 8. Food administration has later denied issuing order cutting down alcoholic content.

HIGH CORN PRICES are not due to holding of corn by farmers, according to the U. S. Dep't of Agriculture. Among the conditions making for the high prices are included the shortage of the 1916 crop and the carry over from 1915, increased exports, increase in the general level of prices, and the increased numbers of live stock on farms. Farmers' stocks are said to be much lower than normal.

WE ALL KNOW that from the present outlook, so far as the grain trade is concerned, almost a crisis is confronting us, and the coolest judgment possible should control our actions and we should keep ourselves posted to the fullest possible extent as to what is going to be required of us, and how we can meet the demands and hold onto our business and support our families.—H. B. Dorsey, Sec'y Texas Grain Dealers Ass'n.

The Wheat Purchasing Division.

The wheat purchasing division of the Food Administration will be made up of the following executive officers: Chairman, Herbert Hoover, San Francisco, Cal.; President, Julius Barnes, Duluth, Minn.; Treasurer, Gates W. McGarrah, New York City, Pres. Mechanics & Metals Bank; Vice-President, F. G. Crowell, Kansas City, Mo.; Transportation Director, Edw. Chambers, Chicago, Ill., Vice-Pres. Santa Fe Railway; Counsel, Judge Curtis H. Lindley, San Francisco, Calif.; Secretary, J. W. Shorthill, York, Nebr., Secy. Nat. Council of Farmers' Co-operative Assns.

The following gentlemen have undertaken appointment to represent the Grain Division at the various terminals: Edw. M. Flesh, St. Louis, Mo.; M. H. Houser, Portland, Ore.; C. B. Fox, New Orleans, La.; H. B. Irwin, Philadelphia, Pa.; P. H. Ginder, Duluth, Minn.; Frank L. Carey, Minneapolis, Minn.; George S. Jackson, Baltimore, Md.; Howard B. Jackson, Chicago, Ill.; Chas. Kennedy, Buffalo, N. Y.; R. A. Lewin, San Francisco; D. F. Piazek, Kansas City, Mo.; Chas T. Neal, Omaha, Nebr.

All of the men connected with the Grain Division have absolutely dissociated themselves from any business and any interest whatever in the grain trade and have given their entire time and service to the Government without compensation for the period of the war.

The Auditing Division of the Food Administration is not yet complete in personnel.

The ordinary procedure of Government departmental finance in purchase of provisions is not applicable to the customs of buying and selling in the grain trade and following the precedent of the Emergency Shipping Corporation, President Wilson has authorized the creation of a Food Administration Grain Corporation of \$50,000,000 capital, to be used as an instrument by the Food Administration in the conduct of its wheat purchases, sales and accounting. The corporation will be managed by the Grain Division of the Food Administration and all of the stock will be held and owned by the United States Government.

The Allied Governments have undertaken to purchase all wheat products which the Food Administration considers can be spared from American consumption at the cost to the corporation and thus the corporation will be secured in its operations from any possible loss.

WE are always glad to receive the Grain Dealers Journal, and consider it one of the best grain papers.—Stauffer-Cammack Grain Co., Columbus, Kan.

ITALY'S ministry of agriculture announced Aug. 11 that the wheat harvest has been excellent, and 50 per cent better than in recent years. The harvest of rice is good.

AUGUST EXPORTS of wheat and flour from all United States ports as reported by the Treasury Dept. have been 15,316,000 bus. in 1916, 20,258,000 in 1915, 27,235,000 in 1914, and 28,290,000 in 1913, thus showing a progressive decrease. The present August starts less auspiciously with exports much smaller than a year ago. Whatever the reasons, whether shortage of shipping and holding by growers, the result will be the same, an accumulation of wheat in the United States and a restoration of normal trading conditions except as prevented by the food controller.

Depreciation of the Elevator.

BY AUDITOR.

How much should be charged against the profit account each year to cover the loss due to depreciation of buildings, machinery and other equipment? That is a question which occurs to every business man when he decides to adopt the plan of keeping his records as they should be kept, for it is at this time that he sees the absolute necessity of making the profit account bear the loss due to wear and tear on the plant.

The principle upon which a charge for depreciation is based may be stated thus: Buildings and equipment cost a certain amount to purchase, and in time they will wear out and become of no value. When the end of the period of usefulness is reached a new building must be built, or a new machine purchased. Each year records a portion of this process of wearing out, and, therefore, each year contributes to the depreciation. It is plainly neither wise nor fair to force one year to stand the entire burden, and in order that each year may be made to bear its share of the cost of depreciation it is necessary to set aside from each year's profits a sum, which, when the machine or building is useless, will equal its cost.

It does not necessarily follow that this amount will buy another, for it may be that advancing prices will have caused a similar machine to be worth a larger sum; but it is true that the profit account, and not the capital invested in the business, has been made to take care of the loss. The capital remains intact for investment in a new machine.

In applying this principle to the business of the country grain dealer it has been determined that the buildings will depreciate in value at the average rate of 10% per year, and that 15% must be charged for depreciation on machinery.

An individual business might show a greater or lesser rate of depreciation because of peculiar conditions, but for all practical purposes a charge of 10% per year on buildings and 15% per year on machinery and equipment will be found satisfactory, and it will enable the dealer to know better where he stands.

In handling the charge for depreciation on his books at the end of each year the dealer must first determine the amount in dollars and cents which represents 10% of the cost of the buildings and he must secure similar figures for the 15% depreciation on machinery.

The amount of such depreciation is then entered on the debit side of the profit and loss account, with an appropriate designation; and an identical amount is placed on the credit side of the property account. It being understood, of course, that when separate accounts are carried for buildings and machinery the proper amount must go to each account.

The effect of the entries is to lessen the credit balance remaining in the profit and loss account, and to make a similar reduction in the amount carried as assets for the value of the buildings and equipment. In other words, the property is not worth as much as it was at the beginning of the year and since this loss is due to the operations which gave rise to the profits it falls to the lot of the profit account to make up the loss.

The cost of depreciation represents a direct addition to the cost of operation, and it should be considered in that light in making up the cost analysis, and the

margin of profit which is taken at the time grain is purchased should be sufficient to cover it along with all other operating costs.

There also enters into present day accounting problems an element which is the direct opposite of depreciation, and which may be termed appreciation. It exists in every plant and in every business. Rising markets have caused old machinery and old buildings to have an actual value which is above the worth they would represent under normal conditions. This element always exists to an extent; but it may also happen that an opposite tendency in the market will augment the ordinary rate of depreciation, so that it is not safe to rely too strongly on temporary abnormal values, whether they be higher or lower than previous estimates would give reason to expect. It is far safer to conduct the business along the usual sound economic lines, and to ignore temporary changes.

The charge for depreciation, and its consideration as an element of operating cost, is concerned solely with the loss of value of each unit of equipment because of the operations during the unit's life, or during a portion of that period. In the course of the entire period the unit will lose its entire value (theoretically, at least, even if it is possible to sell it as junk for some amount of money); and in the course of any portion of that period it will lose some portion of its value. The exact length of a machine's life can not be known until it is worn out, and since it is necessary to enter charges for depreciation before the final breakdown comes it is also necessary to base some of the calculations upon estimates which are, themselves, arrived at by applying the results of previous experience.

The effect of failure to consider depreciation is twofold. The dealer fails to consider one element of operating cost, which means that he thinks he is making more money than is actually the case; and he finds himself after a time with book assets of several thousands of dollars when as a matter of fact the buildings and equipment representing those assets are worth practically nothing. Obviously, the proper method is to charge off a part of the value of these assets each year so that when they are worth nothing the books will show them to be worthless.

"Food Needs for 1918" is the subject of Circular No. 75 just issued by the United States Dept. of Agriculture, containing practical suggestions for greater crops. The Department estimates that to supply the needs of the allies, the neutral countries in part, and the United States next year it will be necessary to increase the acreages over 1917 22% for winter wheat, 15% for all wheat, 51% for rye, and 5% for oats, and decrease corn 8% and barley 6%.

A NOVEL REGULATION to restrict speculation in cotton futures will go into effect Aug. 27 on the New York Cotton Exchange. The board of managers has announced that during the war fluctuations in futures will be limited in any one day to 3 cents per pound above or below the closing price of the preceding day. This is 12 per cent of the value. Twelve per cent of value of wheat would permit a fluctuation of 25 cents per bushel in one day. Grain speculators would be satisfied with 5 cents per day fluctuation.

Dump Door Opener.

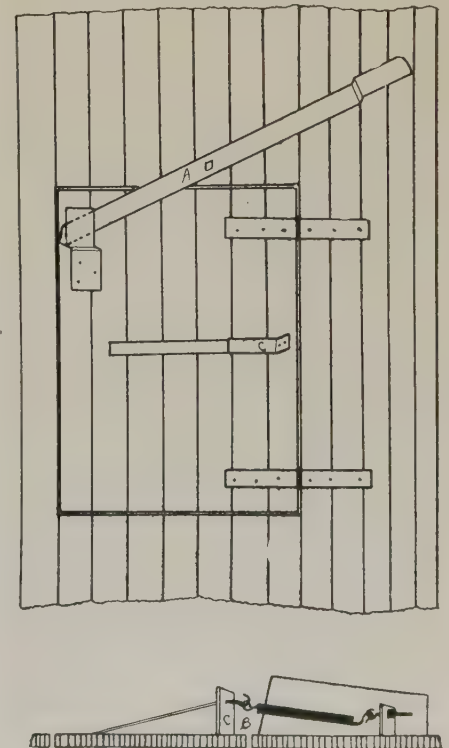
The sketch which is reproduced herewith shows a mechanism designed by A. Johnston of Zenda, Kan., for relieving the elevator man of the labor of opening the trap door to the dump sink.

The door is normally held shut by the bar "A," which is pivoted so that it may be pushed out of engagement by the foot. When this is done, the spring (shown in "B") pulls the door wide open. This is a coil spring, fastened to an upright member, "C," which is erected on the rear of the door.

The figure in the lower portion of the sketch shows the method of attachment of the spring, it being a view of that portion of the device which is erected on the driveway floor behind the door itself. The upright member "C" in the lower view corresponds to the part lettered "C" in the upper view, while in the top view the rest of the spring and its housing is not shown. The housing must be built over the spring to protect it from the hoofs of passing horses, and if it is beveled at the end adjacent the door it will form a brace against which the door may stand when open; thus doing away with the familiar iron rod with its pointed end for holding the door while a load is being dumped.

In installing the device the rear end of the spring should be fastened as near to the floor as is practicable, and the hook to which it is secured should be provided with an adjusting nut to regulate the tension. The other end of the spring should fasten at a point 6 or 8 inches above the level of the door lumber, in order that the pull which is exerted by the spring may have the effect of lifting the door on its hinges.

Every portion of the device can be secured in any small town, and made by the elevator man himself or the local blacksmith. Since it will not cost very much it will soon pay for itself by lightening the task of handling the plant.



Dump Door Opener.

Wagon Scales for Grain Weighing.

BY TRAVELER.

Much of the evidence which was submitted before Examiner Wilson of the Interstate Commerce Commission at the hearings on natural shrinkage and grain weights last month had for its basis the wagon scales which are used by grain dealers in weighing the grain into their elevators. One gentleman in particular, H. H. Alfrey, a scale inspector for the Rock Island railroad, was questioned at length by the railroad attorneys along lines which would make things appear as black as possible for the country shipper.

The dealers can profit by some of the evidence which Mr. Alfrey gave, for wherever the conditions which he described exist there is need for prompt action to correct them, and this without any regard to natural shrinkage, grain claims, or anything else except good business methods. He said that he has access to the records kept by many elevator operators, and that those records are fairly well kept on line elevators where there is a systematic method, but in privately owned elevators very poor records are kept. This is one thing which should be remedied.

He pointed out that proper care is not exercised to protect counterpoise weights of wagon and hopper scales, and said that these weights are frequently used for purposes other than weighing grain, which might put them out of seal. There can be no excuse for removing hanger weights from the scale for use as hammer or anvil, and no grain dealer should do it or permit it to be done.

Mr. Alfrey's testimony brought out the fact that he believes 95 per cent of the wagon scales at elevators to be set on a higher level than the ground surrounding them; that in almost all scales the deck is 14 feet long and will not permit of the weighing of the team in the same draft with the wagon; that if the approaches to the scale are on a grade the consequence is that the pressure of the tugs will make a material difference in the result secured; and he stated that at Lawton, Okla., on a scale owned by the Chickasha Milling Co., the fact was demonstrated that a farmer could make a difference of 70 lbs. solely by setting the brake on the wagon.

The writer has traveled over a considerable portion of the state of Oklahoma, as well as in the grain producing sections of Kansas and Texas, and having been raised in the grain business there has always been present a desire to gain more familiarity with the conditions under which grain is handled at country points. While on these travels the work in hand was such as to call for visits to every local elevator and always an examination was made of the entire plant with a view to ascertaining conditions in order that things both good and bad might be seen and studied for future elaboration in published articles.

Observation was invariably careful and unbiased, and there were always two things in mind, namely, the desire to find some installation, method, device, or appliance that could be profitably adopted by other dealers, and the wish to help the individual at hand by pointing out to him defects which he might correct. In this work the scales, whether wagon, hopper, track or automatic, came in for their full share of attention because of their immense value.

WAGON SCALE LEVELS.—In the first place, it is undeniably true that the great majority of wagon scales are set on a higher level than the surrounding ground. No grain dealer would think of placing his scale lower than the ground level. But, it is just as true that in every case grading has been done to provide approaches nearly level with the deck or platform. The dealer has not always been actuated solely by a desire to conform to technical requirements for the scale's accuracy; but rather does that element share with his desire to present to farmer patrons a very slight grade up which the loaded wagon must be drawn. There arises the question as to what degree of grade in the approach will cause the tugs to exert enough pressure, one way or the other, to have any appreciable effect on the result as obtained on the beam. To arrive at any figures for this would require a vast amount of calculation and experiment, but every fair minded man who is familiar with the conditions under which wagon scale weights are obtained knows that the tugs (presumably Mr. Alfrey referred to the leather, chain or rope traces used to hitch the horses to whiffle trees) do not weigh enough in themselves to cause any material difference on the scale beam, and their effect can only become of moment when thru them the horses exert a pull which, according as it is directed upward or downward, will cause the beam to show less or more than is the true weight of the wagon.

It is doubtful if the mere setting of the brake on a wagon will have any effect, unless it is set against the horses, or, in other words, unless the setting of the brake is necessary to hold the wagon on the platform when otherwise the horses would cause it to continue to move. The setting of the brake, of itself, will make very little difference. If a wagon without horses hitched to it were to be placed on a scale the weight would be the same no matter what position the brake were in. If horses are hitched to the wagon, the brake applied, and the horses continue to pull against the traces, an effect will be apparent on the beam and that effect will vary from a few pounds to many pounds. Moreover, it will be practically impossible to secure a satisfactory balance of the beam, thus acquainting the weighmaster with the fact that all is not well; and all grain dealers are so familiar with this thing that they invariably examine to see what is the condition of the brake before weighing the draft. The dealer may occasionally weigh the hind quarters of a horse or two in getting the gross, but not many of them will be found doing so as a practice.

TO SUM UP the whole matter, it may be said that 5 per cent would be a high mark to set as the proportion of wagon scales at country elevators in Oklahoma which are so installed as to give a degree of grade in the approaches that will cause any material difference because of pressure of the tugs; and certainly 95 per cent is far too high. The country grain buyer has had too much experience with wagons, wagon scales, farmers, horses, tugs, etc., to permit incorrect weights because of the setting of brakes or pressure of tugs to occur with sufficient frequency as to need a great deal of consideration on the part of any person except himself.

A fact which seems not to have been thought of (perhaps because those who

have been heard do not understand the subject from the standpoint of practical experience) lies in the necessity for correct weights in the purchase of grain at country points. Competition is so keen, facilities for a frequent comparison of weights are so good, and so many farmers have their own scales, that the dealer is forced to weigh each load carefully, and if, by any chance, an accident or the effects of age and wear do impair the working parts of his scale he will not long remain in ignorance of the fact. His brother dealers and his farmer patrons will discover it with a suddenness which will seem uncanny, and he must correct the condition in self-defense.

All of this, however, can only affect such freight claims as are based upon wagon scale loading weights, and these are few as compared to the vast majority of cars which are weighed over scales of other types. A scale, whatever its type, is a machine, and as such it is subject to mechanical defects and to breakdowns; but modern weighing machines of every type in country elevators, or on the premises of country grain dealers, are installed according to the best practice in the vast majority of cases.

The country grain dealer wants his weights to be correct: he is doing his best to make them so; the railroads are doing some things to assist him in this endeavor, and, at the same time, they are indulging in a mud slinging campaign in which they condemn all scales as being in the class with a few isolated cases which they have discovered. If they are honest in this matter let them tell the whole story; let them tell that in most cases the weights obtained over scales at country points are as near correct as any scale can be made to give, for that is exactly the condition which exists. At best weight is only relative, and in weighing grain it is not possible to do the work with the same degree of accuracy required in making laboratory experiments, but in a phase of commerce so vast as the grain business it is necessary that there be left no possibility for preventable error, and nobody realizes this more clearly, or is more ready to do his part to bring about accurate weights, than the country elevator man.

Endorse Government Control of Wheat and Rye.

At a conference of representatives of the grain trade, held at the offices of the Food Administration Aug. 15, Mr. Frank I. King, of Toledo, offered the following resolution, the adoption of which was seconded by Mr. E. C. Eikenberry of Camden, Ohio, President of the Grain Dealers' National Ass'n, and Mr. Richard A. Claybrook, President of the New York Produce Exchange. The resolution which was unanimously adopted follows:

"Realizing that the operation of Government control in wheat and rye is essential under present war influences in order adequately to protect our home supply and furnish our Allies with the aid we owe, and realizing that the establishment of an efficient Government plan of operation means to all of us curtailment of our business and to some of us actual retirement from active business during such period, we do express our pride in the character of service tendered by the grain trade in the sacrifice by these men of ability who are placing their experience and energy at the service of their Government, and that we approve the general plan of operation as explained to us today as being sound, workable, and necessary and in its general lines it appears to us as being the most efficient and just plan of operation which we can conceive."

Coopering Cars to Prevent Leakage.

At every market where grain is handled thru an organized exchange and where the weighing of grain is controlled by the exchange, or other organized body, it has come to be a part of the weighing department's duty to examine grain cars for leaks, and to keep comprehensive records which will make it possible to report on the condition of each car for the benefit of all parties to the transaction.

Figures compiled by H. A. Foss, Weighmaster for the Board of Trade at Chicago, show that of 18,069 cars received during June and July, 1917, a total of 856 were found leaking. The classification of the leaks shows 464 grain door leaks, 318 cases of spilling over grain doors, 675 leaks at side of cars, 519 leaks at end of cars, and 35 draw bar leaks.

At Milwaukee, during the same period, the record of cars reported in a leaking condition on arrival, as compiled by M. H. Ladd, Chief Weigher of the Chamber of Commerce, shows that leaks caused by side and end sheathings being loose at sills and cracked and broken sheathings made up 56% of the total; broken side and end door posts and door posts loose at sill, 15%; bulged or broken grain doors and spilling over the top of grain doors, 9%; leakage caused by bags being torn and leaking at side doorway, 6%; corner posts of car broken or loose at sill, 4%; leakage at the end of doors due to lack of coopering on the inside, 4%; short floor boards, holes in floor and all leakage caused by defective floors, 3%; and leakage caused by loose or defective draw bars, 3%.

The large percentage of leaks caused by defective sheathings indicates that the men who cooper cars do not exercise sufficient care in examining the car. All loose or doubtful sheathings should be securely nailed to the sill with ten penny coated nails. If the car is old and there is any reason to believe that the nailing will not hold, a pad of burlap or paper, placed underneath along the sill and se-

cured in place with a strip of wood, will reduce the chance of leakage. In some cases it is advisable to fasten one edge of a piece of burlap underneath the sill with a strip of wood and to fasten the other edge in the same manner to the side sheathings just above the sill.

A car that has a broken door post, or a door post loose and broken out at the sill, is not safe to carry grain. A car with a defect of this character may be grain tight at the time it is loaded, but the pressure of the grain combined with the more or less rough usage it will receive while in transit and being switched in railroad yards will cause leakage before arrival at destination.

Grain doors should always be built strong enough to withstand the pressure of the grain without bulging over the sill and without breaking. It frequently occurs that a door is used which is weaker than one or more of the others with which it is combined. The result in this case is the bulging of the weak door past the stronger, and then there occurs opportunity for a leak. Whenever it appears that the doors are not of equal strength an upright brace should be applied near the center of the door to prevent undue bulging.

In coopering grain cars with built-up doors the workman should first put up enough doors to retain the grain at the height to which it will stand when the car is loaded. Over this he should apply paper or burlap. Then, as an added precaution, other grain doors should be placed against the paper and nailed securely. If the doors which are being used are weak the second set should extend from the floor upward, just as the first does; if the lumber is of good strength it will be sufficient to raise the first door of the second set five or six inches off the floor, placing the next door snugly on top of the first. When the work is done in this manner the cracks between the outer doors are closed by the inner doors, and, likewise, the inner doors reinforce the outer set so that there will be little likelihood of one member bulging past its neighbor.

Weighing Departments desire to cooperate with shippers in an effort to eliminate all preventable discrepancies between weights at shipping and terminal points. The shipper can do his part by carefully coopering all cars before they are loaded. He should give every car a thoro inspection, both inside and outside, and grain doors and paper should be used liberally to reinforce any points which may possibly become the source of a leak after the car is loaded and starts on its journey.

WE ARE very much interested in the Grain Dealers Journal and feel that it will benefit us very greatly.—Rathsam & Faust, Indianapolis, Ind.

NORTH DAKOTA wheat producers are insisting that the wheat board fix a price which shall equal about \$3 for No. 1 northern. Congressman-elect Baer says: "If the farmers are not allowed fair prices for their wheat, there'll be a protest against this food administration which will command notice. There'll be a strike. The farmers will quit raising wheat and will turn to raising something else. To attempt to settle the high-cost-of-living problem by dealing with wheat alone is like an unskilled physician taking out his knife and jabbing at a single nerve. In this instance, wheat is the nerve which is being hit, and wheat is the vital nerve of the nation."

SUIT has been started by the B. P. Hill Grain Co. of Freeport, Ill., against the Illinois Central Railroad Co. to recover \$2,000 which it claims is due for a car of oats placed in transit on the lines of the railroad company to be shipped to New Orleans and wrecked at Thurman, Miss. It is alleged that notice of the loss was not given the grain company until 40 days after the wreck, that in the meantime demand was made upon for another car of oats to fill the contract, that because of an increase of 8½¢ in the price of oats it suffered a loss, and that the railroad company sold the wrecked car of oats and used the money without making payment to the grain company.

Members of the Cairo Board of Trade.



Standing, left to right: Ira Hastings of Hastings, Stout Co.; Festus Barter of Halliday Elevator Co.; W. G. Cunningham of Chas. Cunningham & Co.; Arthur Thistlewood of Thistlewood & Co.; W. L. Duncan of Samuel Hastings Co.; A. E. Rust of Halliday Elevator Co.; C. W. Stout of Hastings, Stout Co.; J. B. Gillespie, Jr., of Halliday Elevator Co.
Seated, left to right: H. E. Halliday of Halliday Elevator Co.; E. G. Pink of E. G. Pink & Co.; A. W. Lynch of Magee-Lynch Grain Co.; Oris B. Hastings of Samuel Hastings Co.; W. S. Powell, Chief Grain Inspector; H. S. Antrim of H. S. Antrim & Co.; Chas. Cunningham of Chas. Cunningham & Co.

Cairo as a Grain Market

On the delta which is formed by the junction of the Ohio and Mississippi rivers stands the city of Cairo, Ill. It is recorded that Father Xavier de Charlevoix, in his journey from Quebec in the early part of 1721 and the latter part of 1722, visited the spot upon which Cairo is now located. This missionary father when for the first time viewing the confluence of the two mighty rivers, was enthusiastic as to the possibilities of the point of land lying between the streams, now the most Southern portion of the state of Illinois; and in a letter dated in 1721 he referred thus significantly to this point of land: "There is no place in Louisiana more fit, in my opinion, for a settlement than this one, and none where it is of more consequence to have one. A fort with a good garrison would keep the savages in awe, especially the Cherokees, who at present are the most numerous nation of this great continent."

We find further, in a letter written by Father Vivier, as early as 1750, where he comments that to insure possession of the country it would be well if a good fort was established upon the Ohio, the only place where the English can enter the Mississippi.

These fathers recognized that here was a point strategic from a military standpoint, and those who followed them undoubtedly recognized the importance of the point for a settlement, and at a later date for the establishment of a town and a city.

If the shades of those early explorers and missionaries should at anytime be hovering above Cairo they would see a condition changed in every sense of the word. They would find a busy city, well paved, well lighted, governed by modern methods, and protected by a levee system which undoubtedly is a great engineering accomplishment and stands as a monument to the untiring energy of Cairo's citizenship, as well as to the liberality of the state and federal governments, for this levee protects the city and its great manufacturing district against the damages which would certainly be caused by further overflows. It is impossible for the modern mind to comprehend the feelings of a man who lived in the eighteenth century if, by some miracle, he were able to re-visit the scenes which he knew as wilderness, only

to find the vast structures which we of the present day accept as commonplace. What, for instance, would a reincarnated Father Xavier think of the grain handling plants which are pictured in the illustrations accompanying this article?

Cairo itself, favored as it is by location, is able to command transportation facilities not available to many cities in the United States. Her harbors are open to deep water transportation all the year round. Traffic by water which originates at Cairo, or which comes from a point on the Ohio river above the city, may pass down the Mississippi to salt water, and thus the facilities are almost equal to those of the seaports themselves, while Cairo does not suffer the disadvantage of a long land haul such as confronts the coastal cities. It is estimated that 20,000 miles of navigable river course are tributary to the city's port, and the ports of 15 states are accessible. River steamship lines maintain regular service to Vicksburg, New Orleans, and other cities of the Gulf, and many of the lines are supplemented by tow boats, tugs and wharf-boats which operate in conjunction with the elevators of the various grain firms of Cairo, thus affording an excellent outlet for grain and grain products by cheap transportation.

Supplementing the transportation by water are six railroads. The I. C. R. R. extends from New Orleans on the south to Chicago, St. Louis, Omaha and St. Paul on the north, the M. & O. operates between St. Louis and Mobile, Ala., the Big Four has direct service to Chicago, Cleveland, Buffalo and New York. The Cotton Belt connects Cairo with Arkansas and Texas and the St. L. I. M. & S. with Poplar Bluff, Mo., and points in the

west and southwest, and the Cairo Branch of this road gives service over the Thebes bridge and connects at Thebes with the roads which enter the latter point.

These various transportation lines long since recognized Cairo as a strategic point, and while the freight rates have not always been what the grain men have desired, they have enabled the market to compete with other Ohio and Mississippi river crossing points to the extent that this market has become, not the consumer of an occasional car of grain, but a recognized shipping point whose certificates of weights and grades are recognized in every state where the members of the market do business and in many foreign countries as well. Cairo draws its supplies from a wide territory, reaching to Indiana on the east and to the Rocky Mountains on the west, and it disposes of this grain in the great consuming district from Texas to North Carolina, to say nothing of its export business.

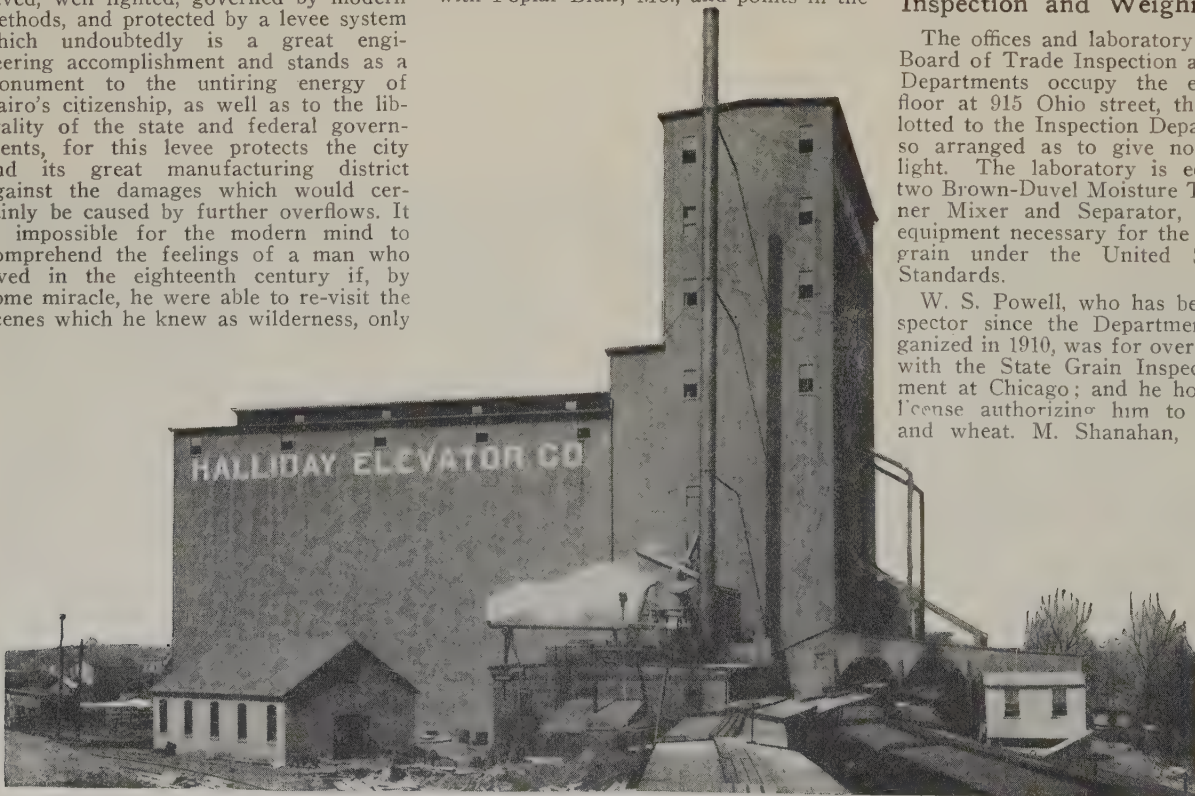
The Cairo Board of Trade.

It was inevitable that far sighted business men would see the advantages of location at Cairo, and, once the market became active, organization was not long delayed. The Cairo Board of Trade was incorporated by the State February 1, 1889. The present officers are: Oris B. Hastings, pres.; John Thistlewood, vice-pres.; W. G. Cunningham, sec'y. Directors: H. E. Halliday, H. S. Antrim, Alvin Lynch, R. S. Roberts, W. H. Wood, E. G. Pink, and Ira Hastings. W. S. Powell is Chief Inspector and weighmaster and J. B. Haynes mgr. traffic Bureau.

Inspection and Weighing Dep'ts.

The offices and laboratory of the Cairo Board of Trade Inspection and Weighing Departments occupy the entire second floor at 915 Ohio street, the portion allotted to the Inspection Department being so arranged as to give north and east light. The laboratory is equipped with two Brown-Duvel Moisture Testers, Boerner Mixer and Separator, and the full equipment necessary for the inspection of grain under the United States Grain Standards.

W. S. Powell, who has been Chief Inspector since the Department was reorganized in 1910, was for over twenty years with the State Grain Inspection Department at Chicago; and he holds a federal license authorizing him to inspect corn and wheat. M. Shanahan, his assistant,



Halliday Elevator Co.'s Elevator, Cairo, Ill.

has been with the Department for four years and has a license to inspect corn.

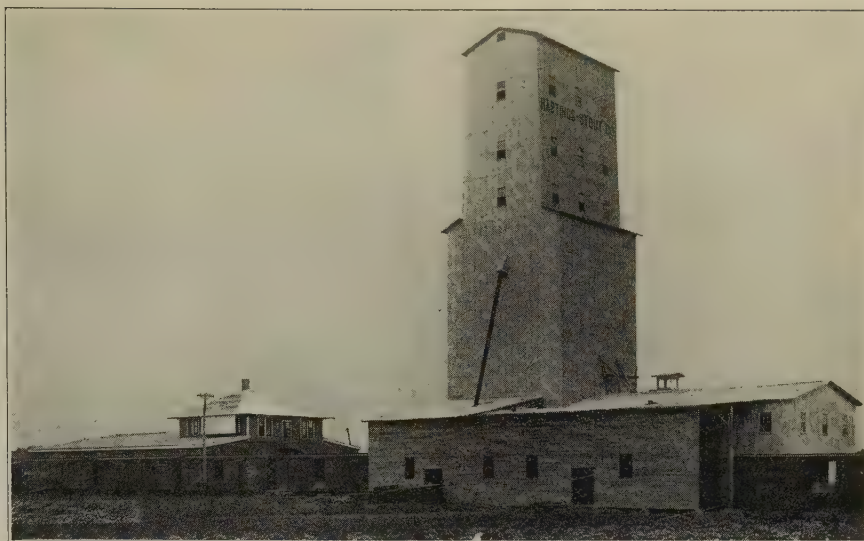
The grading is done in the office, the samples being secured by the following method: The sampler goes to the railroad yard where he is furnished with a list of grain laden cars for members of the Board of Trade. He gets a sample from the car, using a trier or probe in the approved manner. The samples are put into cloth sacks or into air tight cans if the grain must be tested for moisture content and the sample is taken to the office for analysis by the Inspector.

The samples of all grain inspected "In" are kept on file for fourteen days from the date of inspection. This is longer than samples are usually kept, and it is done for the purpose of making re-inspection possible if the shipper is not satisfied with the original grade. There is no charge for this re-inspection, and the Department will send samples of the grain to the shipper at any time within the fourteen days. Samples of grain inspected "Out" are held for thirty days from the date of inspection.

The Weighing Department has jurisdiction over all weighing for Members of the Cairo Board of Trade. Cars are carefully examined on arrival in the railroad yards, seal record and physical condition being noted; and a second examination is made, after the cars are placed on the unloading tracks at elevators and warehouses, by the Deputy Weighmasters who are stationed at the plants. Records of the seals are kept, and the shipper is furnished with this information. He also receives two condition reports, one showing condition of the car on arrival in the yards and the other showing condition when placed for unloading.

The Deputy Weighmasters report to the Chief Weighmaster, giving weight, condition report, and seal record for each car. All certificates of weight are issued from the office, and are made in duplicate, the original going to the consignee and the duplicate to the interested carrier. The Weighing Department has its own set of standard test weights and a full set of master weights. Scales are tested by an expert twice a year, usually in June and December. In addition to this, tests are made by the Department every four to six weeks.

The Cairo Board of Trade recognizes the fact that the reputation of the market depends in a great measure upon the correctness of its weights, and the Weighmaster has the hearty co-operation of all the dealers in his effort to have the work of the department rank second to none.



Hastings Stout Co.'s Elevator and Office, Cairo, Ill.

Cairo Dealers.

It requires only a short conversation with Cairo dealers to understand why the market has risen to its present enviable position. Cairo has become a leading market not alone because it is served by transportation lines, both rail and water, which reach out to the producing districts to gather the grain crops for distribution, and then extend in a manner which makes distribution thru Cairo most satisfactory; not alone because a well organized exchange, with its efficient weighing and inspection departments, furnishes a meeting place for buyer and seller; nor yet because of its favorable location; but because all of these things are combined with and assisted by an earnest enthusiastic co-operation upon the part of every member of the Board of Trade, and because each Cairo dealer boosts for Cairo and rejoices in everything which makes for a better Cairo market and for a better Cairo Board of Trade.

Cairo Grain Handling Plants.

It is much easier to learn about Cairo from a Cairo dealer than it is to learn about that dealer himself.

The Halliday Elevator Co. is one of the oldest grain firms. The business, which was established nearly fifty years ago, is under the direction of H. E. Halliday with A. E. Rust as mgr. The Halliday elevator has a capacity of 500,000 bus. and handles between 4,000 and 5,000 cars of

grain yearly. The firm is a member of the Grain Dealers Nat'l Ass'n, the Illinois Grain Dealers Ass'n, and the Chicago Board of Trade in addition to the Cairo Board of Trade. The elevator is equipped with four 80,000-lb. hopper scales, cleaners, clippers, and a complete fire protection apparatus.

The Samuel Hastings Elvtr. Co. was established in 1884 by Samuel Hastings but was not incorporated until 1905, after the death of the founder. The present active members of the firm are Oris B. Hastings, pres. and treas., and W. L. Duncan, traffic and sales mgr. The company operates a modern fireproof reinforced concrete elevator constructed in 1916, with storage capacity of 150,000 bus. and handling capacity of 40 cars daily. Four hay warehouses of 500 cars capacity, and several large corn cribs at country points in southern Illinois are also owned and operated by this company. The Cairo plant is located on the M. & O. and has switching connections with the other roads.

The Hastings-Stout Co. was formed by Ira Hastings and Clyde R. and Walter W. Stout at the time Mr. Hastings left the firm of Samuel Hastings & Co., with whom he had been for several years. The other two members of the firm were formerly in the manufacturing business at Owensboro, Ky. The firm's modern elevator is located on the M. & O. and is served by two tracks. It was built in



Samuel Hastings Co.'s Elevator and Warehouse, Cairo, Ill.

1916 by the Burrell Eng. & Const. Co. The main building is 36' square by 118' high and has a capacity of 37,000 bus. It is of wood construction, covered with corrugated galvanized iron siding and roofed with asbestos roofing. The concrete foundation is carried on wooden piles, and the concrete in foundations and pits is waterproofed. In addition to the main building there is a receiving shed and a brick cob burner. Power is furnished by 2 electric motors of 30 h. p. each and the equipment includes 2 elevator legs with 10"x7" buckets, two 800-bus. Fairbanks hopper scales, Fairbanks Automatic Sacking Scale, one No. 8 Monitor Cleaner, Cyclone Dust Collecting system, corn sheller, feed mill, car puller and one double power shovel. They handle an average of 25,000 bus. of oats a day, the business having exceeded the previous expectations. In addition to the elevator the firm has a two story office building.

Pink & Co. have been in the grain, hay, feedstuff, and flour business in Cairo for the past 28 years. The present members of the firm are E. G. Pink and L. R. Pink, both of whom are well known in the grain trade. The business is handled thru a warehouse on the I. C. tracks. It is protected against fire by an automatic sprinkler system.

The Magee-Lynch Grain Co. was incorporated in July, 1916, succeeding the Magee Grain Co., which, in turn, had succeeded Redman, Magee & Co., a firm established in 1902. The firm operates the Delta Elvtr., located on the M. & O. and I. C. tracks, with a handling capacity of 20 cars per day. The plant is located on an elevation and commands a view of a large part of Cairo. Its equipment includes modern shipping scales and sacking machinery.

The H. L. Halliday Milling Co. was established in 1868 under the name of Halliday Bros. and was conducted during its early years by H. L. Halliday, who became president when the business was incorporated in 1895. Upon his death H. E. Halliday succeeded to the presidency, with Douglas Halliday as vice-pres. and the business has since been conducted under their management.

Thistlewood & Co., specialists in the handling of oats, was established in 1871 by P. J. and N. B. Thistlewood, who have since been succeeded by John and Arthur Thistlewood, the present active members of the firm. This company's elevator, together with the warehouse which adjoins it, has a capacity of 100,000 bus.

H. S. Antrim & Co. specialize in the handling of oats. Membership is held in the Grain Dealers Nat'l Ass'n, the St. Louis Merchants Exchange, the Cairo Board of Trade and the Illinois Grain Dealers Ass'n. H. S. Antrim, the head of the firm, is a director in the two latter organizations. This company handles a large volume of oats thru the Delta Elvtr.

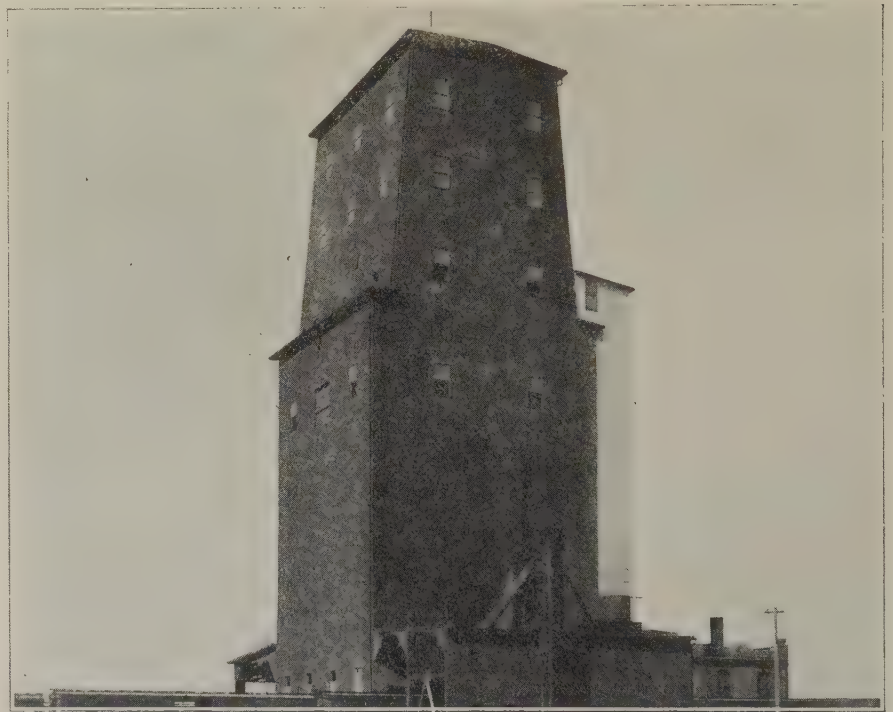
THE POTATO CROP of the United States is estimated by the Dept. of Agriculture at 451,717,000 bus.; against 285,437,000 bus. last year.

SIX STATES were represented at a conference at Indianapolis, Ind., Aug. 20, arranged by the U. S. Dept. of Agriculture, to promote an increase in the wheat acreage.

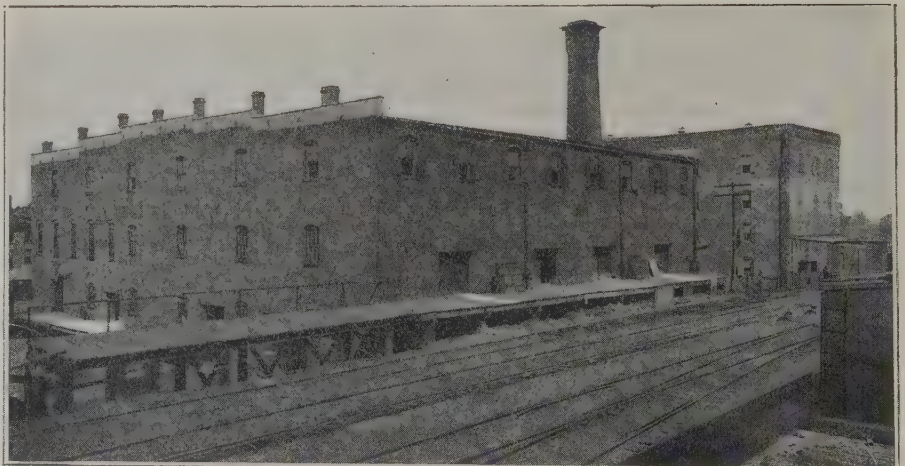
A RESOLUTION was introduced in the Texas house of representatives Aug. 24 requesting congress to furnish seed and feed to the drought stricken farmers of west Texas.



Pink & Co.'s Warehouse, Cairo, Ill.



Magee-Lynch Grain Co.'s Elevator, Cairo, Ill.



H. L. Halliday Milling Co.'s Mill and Warehouse, Cairo, Ill.

Cairo Granted Reshipping Rates.

Cairo grain dealers are highly gratified at the recent decision by the Interstate Commerce Commission granting reshipping rates to eastern points on the basis requested.

The effect will be to give to Cairo an opportunity to handle grain from territory legitimately tributary, on a competing basis with other terminals. Besides the outlet to the south and southeast that this market has always enjoyed, the decision will permit Cairo to reach New York.

The Cairo Board of Trade filed complaint with the Commission Dec. 11, 1916, against the rates on grain and grain products from Cairo to points in trunk line and New England territories as unjust and unreasonable and unjustly preferential of Chicago, Peoria, East St.

Louis, St. Louis, Hannibal and Louisiana, Mo., denying Cairo the reshipping privileges to trunk line and New England territories that have been applied from the other cities named on grain and grain products originating west of the Mississippi River.

In giving the decision Commissioner Meyer states: It will be observed that complainant's proposal will have the effect of cutting the average thru rate to New York from the Arkansas points by 1.2 cents. There are also many points in southeastern Missouri from which the rate to Cairo is as much as 3 cents less than the rate to St. Louis and from which the thru rates to New York will therefore be cut as much as 2 cents if complainant's proposal is adopted. However, the fairness of such a result becomes evident when it is considered that

in many instances in which the thru rates will be affected the distances to St. Louis are from 200 to 400 per cent of the distances to Cairo. St. Louis, on the other hand, can, under complainant's proposed rates, draw coarse grain from Allenville, Mo., a point 43 miles northwest of Cairo and 143 miles distant from St. Louis, and reship to New York at an advantage over Cairo of 0.5 cents. At stations intermediate from St. Louis to Allenville St. Louis will have a greater advantage.

The identity of grain shipped to and stored at a primary market, such as Cairo, St. Louis, and the other reshipping points, is of necessity lost, and there is substantial local consumption of grain at Cairo. So, were reshipping rates published from Cairo, the most valuable expense bills would naturally be used. This is also true at other markets from which reshipping rates now apply. Cairo now has reshipping rates on grain from the Missouri River points destined to the southeast and to Mississippi Valley territory. The Illinois Central is a party to reshipping rates on grain originating in Illinois and shipped via Peoria and Chicago. This road, however, was permitted to cancel its reshipping rates from St. Louis and East St. Louis. *Rates on Grain and Grain Products*, 30 I. C. C., 16. The most direct route to the port of Newport News, Va., for much of the grain which originates on this line is via Cairo to Louisville, Ky., and thence via the Chesapeake & Ohio Railway.

Not only is Cairo in direct competition with points now accorded reshipping rates but it is a meeting point of eastern and western carriers, frequently emphasized as the prime characteristic of reshipping points, and therefore by virtue of its location as much entitled to reshipping rates as St. Louis or other competitive points named. This has already been recognized in rates to the south and the southeast. The importance of recognizing this fact in rates to the east is emphasized by the need already referred to for Cairo to find markets other than those it has hitherto supplied. Moreover, at present Cairo is not even granted transit under the thru charges from points of origin to ultimate destinations. In fact, the thru charges from southern Missouri, northern Arkansas, and Kansas to trunk line and New England territories base on St. Louis and do not apply via Cairo, although the route via Cairo would in many instances be somewhat shorter than via St. Louis. From certain points Cairo is entitled to lower in and out rates than is St. Louis, but at present the combination on Cairo from practically all points of origin of grain is higher than on St. Louis. Thus it is apparent that Cairo is at a distinct disadvantage as compared with St. Louis and other competitive points.

It is ordered, That said defendants, according as they participate in the transportation, be, and they are hereby, notified and required to establish, on or before October 15, 1917, upon notice to this Commission and to the general public by not less than 30 days' filing and posting in the manner prescribed in section 6 of the act to regulate commerce, and thereafter to maintain and apply to the transportation of grain in carloads from Cairo, Ill., when originating beyond, to destinations in trunk line and New England territories reshipping rates not more than 1 cent higher than the reshipping rates contemporaneously maintained from St. Louis to the same destinations.



Thistlewood & Co.'s Elevator at Cairo, Ill.



Cairo Elevator of Illinois Central Ry. Co.

Seeds

REGINA, SASK.—The Mooney Seed Co. is rebuilding its burned elevator at Tessier.

BELLEVUE, O.—The Fangboner Seed Co. has been incorporated with \$50,000 capital stock.

TOLEDO receipts of alsike for the week ending Aug. 18 were 470 bags, against 308 a year ago for the corresponding week.

OAKVILLE, IA.—Jamison & Son have built seed houses of 26,000 bus. capacity at Oakville and 16,000 bus. capacity at Huron.

DEEP RIVER, IA.—H. J. Minehart has sold his interest in E. Atherton & Co. to Mr. Atherton and will take treatment for eye trouble.

CHICAGO, ILL.—The first carload of timothy seed on this market this season was sold Aug. 21 at \$7.35. It was shipped from Northeastern Iowa.

SKIDMORE, MO.—The Kellogg Seed Co. has purchased a mill building in which to conduct its business and will put in cleaning and grading machinery.

ESTANCIA, N. M.—The H. Herzstein Seed Co. contemplates erecting an elevator, to handle beans principally. John H. Guyer will have charge of the plant.

MEMPHIS, TENN.—J. T. Russell and Charles Heckel, formerly vice pres. of Otto Schwill Co., have formed the firm of Russell-Heckel Seed Co. and will handle all kinds of field and garden seed.

FREMONT, O.—I. T. Fangboner has purchased the building and site of the Fremont Elevator Co. and will remodel the plant into a seed corn house, the business to be known as the Fangboner Seed Co.

DECORAH, IA.—The business of the Adams Seed Co. has been incorporated under the old name. The capital stock is \$350,000 and the incorporators are B. H. Adams, pres., Roy Gilkinson, vice pres., and W. C. Adams, sec'y-treas.

THE CUSTOMS AND TARIFF COM'ITE of the American Seed Trade Ass'n as recently appointed for the ensuing year is composed of J. C. Vaughan, chairman; E. L. Page, Alexander Forbes, A. Lee Don, F. B. King, A. E. Reynolds and Lem Bowen.

WE ARE indebted to Sec'y C. E. Kendel for a copy of the proceedings of the annual meeting of the American Seed Trade Ass'n at Detroit in June, in pamphlet form with list of members, by laws of the Ass'n and names of those present at the meeting.

THE ACREAGE in beans, as estimated by the U. S. Dep't of Agriculture, is 10,000 acres in Vermont, this being 300% of the acreage in 1916; in New York, 210,000 acres, or 175% of 1916; Michigan, 639,000, or 136% of last year; Colorado, 170,000, about 447% of 1916; New Mexico, 136,000, or 212% of 1916; and California, 395,000 acres, which is 156% of 1916.

THIEF RIVER FALLS, MINN.—We are erecting a fireproof building of concrete, brick and iron with full basement and two stories 44x96 ft., the first floor to be used for seed storage and second floor for cleaners, and the basement for potato machinery. Our main office will be removed to the new building, which will cost about \$24,000.—Tessum Seed, Grain & Supply Co.

THE KANSAS COUNTY producing the most speltz in 1916 was Sheridan with 5,340 bus., followed by Gove with 4,845 and Hodgeman with 4,200, the whole state producing 32,235 bus. Of feterita for grain Hodgeman county produced 286,520 bus. in 1915, but only 5,952 bus. in 1916. Ford County was a heavy producer in both years, with 83,000 bus. in 1916, followed by Trego with 52,000 and Meade with 46,000, the whole state 651,000.

SORGHUM condition Aug. 1, as estimated by the Buro of Crop Estimates, U. S. Dep't of Agriculture, was 105.5% of an average; that of buckwheat 104.5%; field peas, 102.9%; timothy, 102.4%; hay, 99.1%; clover, 98.4%; field beans, 94.6%; alfalfa, 90.9%; millet, 84.7%; broom corn, 78.6%; flax, 74.3% and kafir, 72%. In addition it was estimated that the total production of buckwheat will be 168.6%, and that of flaxseed 82.6% of that of last year.

THE COM'ITE ON SEED STOCKS, U. S. Dep't of Agriculture, Washington, D. C., wishes to locate all available stocks of good seed of agricultural crops, especially wheat, oats, rye, crimson clover (in the hull or hulled), and hairy vetch. The com'ite solicits information as to the quantities and prices of seed of the above sorts which grower or dealer can offer for sale f. o. b. his shipping point, bags extra or included as the case may be. The information should give in each case the name of the variety (especially in the case of grain crops), condition of the seed as to purity, year grown, and the price. The com'ite will then undertake to get such information into the hands of those who want the seed.

TOLEDO, O.—The amount of old clover seed carried over seems to worry some. We figure it is in the show windows in Toledo and a few other markets. Think Toledo stocks have decreased materially of late. Before Fall most of this old prime will likely be pretty well distributed to interior points. Looks like a bargain compared with the new futures. We don't find many out and out bears. All sales here don't mean short sales. Lot of it has the old prime back of it. At that, some believe present prices cannot hold. Say it's not fashionable to talk big prices for anything. Hoover busy now regulating wheat; he may not take notice of seeds but indirectly it may have its influence.—J. F. Zahm & Co.

TOLEDO, O., Aug. 20.—Weather is price administrator. Wet weather from now on would be unfavorable. Critical maturing, harvesting and hulling time requires dry weather. Clover crop is always in doubt during August. Central States outlook moderate at best. Indiana probably smaller than average. Illinois may have average yield. Extreme West will have small surplus. Idaho expects short crop, but good quality. Good fall demand expected for seed. Many plowed-up meadows that were sacrificed for patriotic grain reasons must be replaced. Farmers have had trouble getting enough help for grain fields. May decide to put in larger meadow acreage. Prices are high, but this is high-priced period. Low prices not fashionable in war time. Europe not in shape to help out with seed. In case of peace, Europe will expect us to ship very large quantities. Her war crops of seed have been small. Supplies will have to be helped out by American seed. Much replanting will probably have to be done. Highest prices of commodities often made after war ends.—Southworth & Co.

LONDON, ENG.—A movement is on foot in favour of smaller packages in the United Kingdom, a much needed reform. The custom here is to pack English clover seeds into sacks weighing 2½ cwt. (280 lbs). It is early to forecast the new crop of red clover but there are indications that it will not be a large one and that prices will be on a higher plane. White clover is a poor yield, hundreds of acres intended for seed cut for hay in consequence.—C. W. Le May & Co.

SEED IMPORTS into the United States during the month of July, as reported by the Department of Agriculture, included, in pounds, alfalfa, 100; Canada bluegrass, 100; alsike clover, 89,000; crimson clover, 369,300; red clover, 24,000; orchard grass, 43,400; rape, 327,100; redtop, 1,300; timothy, 100; Italian ryegrass, 100,800; English ryegrass, 134,500; and white and alsike, 30,200. Imports in July, 1916, were, in pounds, as follows: alfalfa, 1,344,900; Canada bluegrass, 700; awnless bromegrass, 1,400; alsike clover, 54,700; crimson clover, 544,700; red clover, 525,900; white clover, 37,300; and rape, 111,100.

Britain Cannot Control Price in America.

Lord Rhondda, food controller, speaking in the House of Lords July 30, said:

Four-fifths of our wheat supplies come from overseas. We are not in a position to determine the price to be paid to the producer abroad. I am watching with great interest the action being taken by the United States of America. I hope they will be able to control effectively their food supplies. Co-operation between the two countries in matters of food will be of enormous value to the allies as a whole.

Many responsible representatives of labor have assured me they would rather see the higher cost of living met by a reduction in the cost of food than by an advance in wages. It is idle to talk of curtailing our expenditure abroad by reducing the import of food, on which the very life of the nation depends. It is a perfectly legitimate action in times such as the present to hand back to the consumer a part of the excess profits to which he contributes.

High prices which lead to excess profits are an indirect form of taxation collected for the State by the trader, and it is little satisfaction to the consumer who pays to be told that the greatest portion of the profit goes to the State.

Imported wheat will be supplied to the mills at a price corresponding with the price determined for British wheat. There will be no restriction as to price in the sale of seed grain purchased for seed, and the recent order prohibiting dealing in grain of 1917 crop will not apply to such transactions. The policy of subsidizing the loaf is one that can only be justified by present conditions, and the impossibility of otherwise reducing the price of the loaf. I accept the fullest responsibility for that policy, and, indeed, I urged it myself on the Cabinet.

DUEFALO
LET ME OFF AT
DUTTALO

September 24, 25, 26, 1917

Improved Business Methods.

BY R. REFORM.

What short sighted beings many business men are! They are quite snug in the idea that they can operate their business in any way they please regardless of the other fellow's rights or privileges. Turn to any business, regardless of its nature and it will not require much digging to turn up many gross and costly practices, which are unfair in their nature, not only to the entire trade, but to all those closely allied to the trade.

I recently asked an automobile salesman what was the worst condition in his business that he bumped up against. He promptly replied "The methods of some automobile salesmen are bad, and as a result I must follow them in order to gain a volume of business. There are many who accept old worn-out autos at high values on new cars. Others do not stop there but accept horses, wagons and such truck as a trade-in on a new car. Unless there is a stop to it we will all be in a general second-hand business."

A hotel man informed me recently that his competitor made a gross mistake in putting on a free auto bus from the depot to the hotel. To meet competition he too must put one on. And so it goes. Someone gets a false idea that he believes has solved the question of his gaining the bulk of the business. He promptly puts it into force and immediately his competitors fall in line and soon are on an even break with him. The false thinker keeps putting his bad ideas into force and soon the business is not making any money. Too much of the profits are being wasted in getting the business.

And now we are down to the grain business. There are many condoling practices prevalent in it. Too many in fact, for the health of it. Many operators imagine that if they are lax on dockage that it will draw trade to them. Numerous are they who think that by paying close for the stuff they will secure volume of business. They are short-sighted indeed. The fellow who handles 50,000 bushels and makes \$1,500 is much better off than the fellow who handles 150,000 bushels and only makes \$1,500.

The operator who adopts an unfair scheme to get business is not a "square shooter." We as Americans are taught to enjoy and appreciate clean tactics in sports and athletics. We feel like mobbing the player at a baseball game who deliberately "spikes" one of the basemen. We lose our pride in a boxer who intentionally "hits below the belt." We jeer the wrestler who uses prohibited tactics. In fact if one is unsportsmanlike we count him as not one of us.

Why shouldn't we demand as fair play in our business dealings as we demand in sports? Do you know why? The simple reason is that you are to blame for your bit. You try to put something over on your competitor. He retaliates and so the game goes on. You have a guilty feeling that you tried to put one over on him, and when he comes back you say away down in your heart, "Well I guess I had it coming, but I shall even up." Instead of spending your time trying to smooth out the wrinkles in your business you spend the bulk of your time trying to think up some unfair way to get even. Talk about the Stone Age! Why we are in the midst of it, insofar as business is concerned.

Many grain men whom I have met are actually trying to correct the evils in the trade, but for every one of them there are two who are trying to get even with

some competitor. When they meet at conventions or other gatherings they put up the hypocritical front that they are working their heads off to put the business on a high plane. They talk eloquently as how to do it, but do they follow out their own argument? Not much. The first chance they get they put something over on their competitor.

Why can't we have some ethics among country dealers? The members of the Chambers of Commerce and Boards of Trade have their ethical rules and they follow them. Doctors are reputed as being the most ethical workers among all. It has been said that even burglars stick to their own side of the street. We never will get any ethics or good business practices into the grain business until it is generally understood that business operation is just like any other common sense proposition. If you throw an old tin bucket over into your neighbor's yard on the sly, under the cover of night and then find it back in your own yard in the morning, it doesn't surprise you does it? And you won't throw it back there again. Same way in the grain business. If you try to throw something in the line of an unfair practice at your competitor you will either get the same kind thrown back in return or one which is a great deal worse.

There are many operators who look very suspiciously upon the term "get-together." And to a large extent rightly so, for the term once carried dark ideas and conniving with it. Many country merchants do not speak to each other. They imagine that it is quite proper to hold your competitor as an enemy, and to treat him as such. But never was there a greater mistake.

Did you ever try getting acquainted with your business rival? Ever try talking market conditions over with him? If you are not talking things over with him, then you are losing a good thing which is waiting for you to grab right at your very feet. Go over and meet him. Agree with him that you are going to play fair and are going to be on the level in all your dealings on the market. Tell him that when wheat tests four pounds to the bushel dockage that you are going to call it that or whatever else it should properly test. Tell him that if it only weighs 55 pounds to the bushel you will buy it for such. Then ask him to do the same, and keep plugging away at him until he is in line.

I have heard fellows say, "I did try that on him and he promised me he would do so, but he is such a liar that I know he won't." Don't you take such an attitude. Give him a chance. Show him where he is the loser if he don't do so. No man can withstand the arguments of good business practices very long. It is a dollars and cents question and as such will pull the greatest veteran of bad practices into line.

You are responsible for conditions at your station and it is an individual problem for you to solve. So get busy. Start right now. Go over and meet the other buyer or buyers, and don't go over with the attitude that you are trying to work to your own benefit any more than for their's. Talk with them just as you like to talk when you go to a convention.

EVERY DEALER would benefit by reading the Grain Dealers Journal; it makes it easy to follow the new methods that are adopted with each change that takes place in the business.—O. N. Simonson, sup't St. Anthony & Dakota Elvtr. Co., Malta, Mont.

The Mutual Fire Prevention Bureau on Chokes.

BY THOS. F. HALL.

The Mutual Fire Prevention Bureau has issued a circular Print No. 274 accompanied by a drawing. On the drawing appears the following words:

"The part inclosed in the dotted lines is Gumps Non-Chokable Turn Head."

In the body of the circular the use of this "turn head" is recommended as a "preventative of chokes." This description is not only a misnomer as to the device which is illustrated, but the recommendation is so misleading and mischievous (as to the results claimed for it) that I think the attention of elevator owners should be called to it.

The fact is, as I will try to show, that the use of this device will probably *cause* more chokes (and consequently more fires) than it will *prevent*. Furthermore, its constructive features are evidence enough that it is neither practical nor effective. I will attempt to give reasons for these views.

FIRST: I hold it to be self-evident that a device which relies upon an automatic *mechanical* operation to prevent chokes, is impractical in a grain elevator. In fact, the explanation of its use which is written on the drawing, that,

"The weight on the 'trap door' may be adjusted to take care of different kinds of grain,"

sufficiently proves this impracticability. A busy operator will not climb to the cupola every time he handles a different kind of grain to adjust these weights when he knows that each grade of grain may have a different specific gravity; different constituent parts; or be in a different condition. How could an operator possibly know in advance (without some experimenting) which weight would properly adjust this "trap door" to the circumstances or to the condition of the incoming, different kind of grain? Or to its outgoing?

The more an operator relied upon the efficiency of this device, the more dangerous it would become. If he should be absent from his post, relying upon its action, he would be in trouble on his return if it had failed to operate and his leg was choked to the very top with the head pulley still running. Will elevator owners risk this probability?

SECOND: Suppose that the mechanical operation of this "trap door" should be perfectly reliable. What then is to become of the two or more bushels of grain remaining in the "turn head" below the trap door with the bin below it full?

Before answering this question, let us suppose further, to make the matter clear and interesting that this two or more bushels of grain is WHEAT, worth at present prices \$2.00 or more a bushel; and suppose that the adjoining bins are partly filled with the *cheapest quality* of (perhaps) damaged grain or other kinds of grain. This *loaded* "turn head" must now be moved over the openings to these partially filled bins, in order to connect to another bin which contains (or is to contain) the same kind of grain as that which remains in the "turn head."

The answer clearly is, that the wheat remaining in the "turn head" will be instantly dropped into the bins containing the cheap damaged grain or other kinds of grain and instantly reduce the value of the wheat to the value of this cheaper grain or assumes a discount on a full car load because of mixed grains which

under the new Federal grading rules is no small item.

Suppose again that the elevator operator has a busy day with all his bins full or nearly full, and that he is loading out cars "to make room," taking in grain all the time as fast as he can and that this telltale "trap door" device is screaming every few minutes "bin full," "bin full." How many bushels of grain a day in these circumstances do you think would become mixed? We can imagine!

Will those elevator owners who carefully study their construction problems be willing to stand for such faulty methods on the advice of the Insurance Bureau? Some may do so while the device is new or novel until they learn.

But now suppose that we overlook the disastrous mixing process which I have described, and overlook the possible non-operation of the "trap door" contrivance, and assume for the moment that the device as illustrated in the circular should work successfully every day; and that every time a bin fills it should pour a stream of grain down the overflow spout regularly as it is intended to do. What then will be the true nature of this "success" in elevating grain up one side of the leg and pouring it down the other? Is it not akin to

"Dropping buckets into empty wells and growing old in drawing nothing out?"

Is this accomplished result (assuming that it succeeds) either a mechanical or a commercial achievement?

There would be no reliable way for an elevator operator ever to know in advance how this device would be likely to work during his absence unless his LEG CHOKED. The very thing it is supposed to avoid.

A more wasteful, unreliable, costly contraption (in results) hardly could be invented. Yet the Fire Prevention Bureau proposes to penalize any elevator owner who does not adopt it.

What can this Bureau actually be driving at? What can be its purpose? What can be the real object of this apparently beating about the bush? OSTENSIBLY, IT IS TO OBVIATE CHOKES. But can this be the real purpose? Does this Bureau not know that an elevator leg properly constructed is in no more danger of choking than it is of being struck by lightning, or of being inundated by an earthquake? Everybody else in these days knows (if he wants to know) that an elevator leg which chokes, is OBSOLETE.

Owners when constructing legs have other things to think about besides fires caused by chokes. They want of course, to avoid chokes, but they also want and must have, capacity, convenience, rapidity and efficiency.

The Insurance Bureau appears to lag woefully behind the times in asking owners to emasculate their elevating equipment on the false theory that by so doing they will prevent fires. Owners themselves must see—can hardly help but see THE MISCHIEF OF SUCH ADVICE.

There is at least ONE construction company (if not many) which advertises in your journal, which is financially responsible, who will install elevator legs anywhere, of any size, and guarantee those legs forever against a choke; which of course, means forever against fires that may be caused by chokes.

What more is wanted or can be accomplished? This is a plain statement of the truth. But why this shuffling? Why take up nonsensical nostrums and advocate impossible panaceas when the end sought and the absolute solution of the whole

problem is as simple, as plain and as clear as that two and two make four?

I would not attack a manufacturer's product but it is proper to antagonize an attempt to penalize elevator owners who will not accept advice which they know is ill-timed and disastrous.

Prevent Chokes and Reduce Fire Losses.

The Mutual Fire Prevention Bureau in its study of the fire hazards of the elevator has concluded that the leg is a prolific source of unnecessary fires. In its Print No. 274 it has recommended the Gump non-chokable turn heads and the Hall non-chokable boot in the hope of stopping chokes and reducing the number of fires. Its comment follows:

To Eliminate Chokes and Reduce Fire Losses in Elevator Legs Now Constructed.

The percentage of fires that have started in elevator heads or legs is so high, we have concluded that the elevator itself is the cause of these fires, and we believe the most certain relief for this is in the modern non-chokable leg, which we are now endeavoring to have installed in all new elevators.

In consequence of this alarming hazard and to meet the emergency, we are making herewith recommendations for securing non-chokability in elevators already constructed which cannot immediately be changed sufficiently to utilize all the advantages of a complete modern leg.

Modern invention has made such great advances in the processes and principles of elevating grain that the commercial capacity of a leg not only has been doubled, but chokes and their disastrous consequences have been entirely eliminated.

Unfortunately, however, for owners of elevators already constructed, it becomes necessary (in order to get all the advantages of a modern leg) to almost en-

tirely reconstruct their present equipment. It is the purpose of this circular therefore, to inform the owners of such elevators that non-chokability, at least, can be arranged for, by a very simple inexpensive alteration in their present elevator legs.

This proposed alteration, simple and inexpensive though it be, is patented. At our solicitation, however, the owner of the patent consents to the use and construction of one feature which is included among the claims in his patent: viz., a "Relief Chamber," provided it is incorporated in the manner herein suggested; Provided also that the owner of the elevator make application to the Hall Distributor Co., 434 Range Bldg., Omaha, Nebr., for a license to its construction and use, and remit to them a royalty, equal in amount to twenty-five cents (\$.25) for each one inch in width of the bucket belt in the leg in which it is proposed to incorporate this "Relief Chamber."

The Hall Distributor Co. will in return, send a formal license under the patent, accompanied by a blue print and directions for the necessary alteration for incorporating this "Relief Chamber." With these blue prints and directions, the alterations require no mechanical skill. (For the convenience of our patrons, we attach hereto the form of application for such license.)

We feel sure that elevator owners will appreciate this opportunity and (without requiring other correspondence) remit to The Hall Distributor Co. this nominal royalty, which is only a fraction of the returns that it will bring to the licensee. The knowledge even, that this simple alteration will work such a wonderful result in his elevator leg is worth this small amount, whether it were patented or not. Moreover, we cannot advise using the property of another without consent. This will be understood.

The Patentee being the original inventor in this special field, has secured broad claims for his invention. They seem to indicate that it is practically impossible to construct a non-chokable leg without infringing some one of these claims. Hence we have secured the concessions mentioned and at nominal price.

For purposes of general information on the subject, we will state that the Hall Non-chokable Boot which appears to be the only non-chokable boot on the market contains three "Relief Chambers." One in front of the buckets such as we are herein proposing. Also one on each side of the buckets. It also contains a fixed "Barrier." These three chambers and this barrier, jointly operate, automatically and uniquely, to keep all the grain at the lowest possible point in the boot; permitting only the grain contained in the buckets to ascend. These provisions automatically load each bucket to maximum capacity, with marvelous certainty and economy. These with other operations equally unique, and even more valuable commercially, are incorporated into what is now known as the Hall Special Leg. Whenever the economy, convenience and efficiency of this modern leg become generally understood, it undoubtedly will be used in all newly constructed elevators, large or small. It is particularly designed for efficiency and commercial economy. Non-chokability is an incidental but nevertheless a fundamental feature of this department.

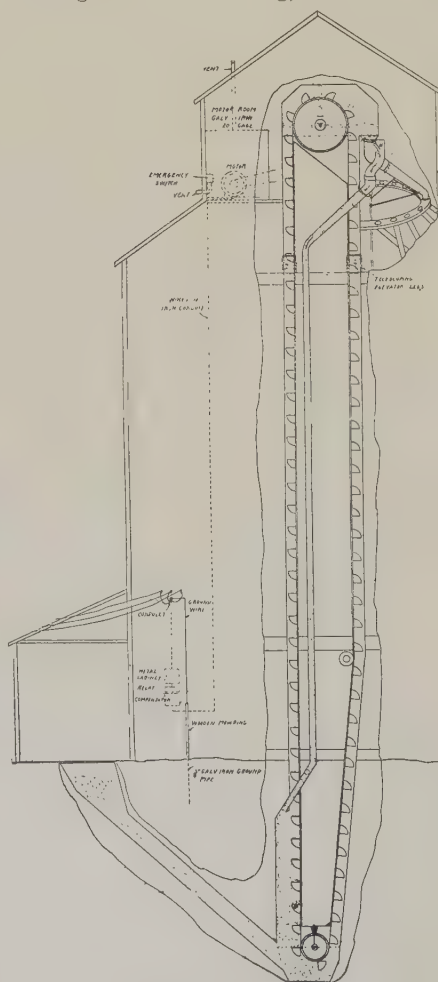
We make no claim that the alterations herein proposed will make a leg as efficient or as economical as will the installation of a Hall Special Leg. This alteration will provide but one of many invaluable features of that device. It will provide a suitable "Relief Chamber." This relief chamber will prevent chokes. The alterations are only suggested to provide (in an improvised way perhaps) but in an efficient way, a relief to those who have elevator legs already built; who are troubled with chokes, and who are in danger of fires caused by chokes; but who are not ready to install a complete modern equipment.

Opposed to Insurance Company Recommending Patented Articles.

Grain Dealers Journal: We are sending herewith a copy of the blue print No. 274 which the Fire Prevention Bureau has sent out.

We are against any patented article being recommended for use in elevator construction by a fire insurance company. As we understand it the railroads bar any patented article on which there is a royalty, and we do not believe anybody is entitled to a license for any enlargement of an elevator leg.

We are perfectly willing to put our ele-



Elevator Leg Recommended by Fire Prevention Bureau.

vator leg up against anything ever designed by the Mutual Fire Prevention Bureau, both from a fire standpoint and from an efficiency standpoint. In fact, our adjustable take-ups on our elevator head keeps the belt in line and there is no friction caused from the belt moving sideways against the head. We know dozens of instances where the belt has worn entirely through the side of the elevator heads, owing to the lack of adjustment on the head bearings.—Yours truly, White Star Company, Wichita, Kan.

The Bureau's Non-Chokable Leg.

FROM A BUILDER'S VIEWPOINT.

After examining carefully blue print No. 274 issued by the Mutual Fire Prevention Bureau of Oxford, Mich., I can not see where the Gump, non-chokable distributor or turnhead is any improvement. In fact I can not see how the country elevator operator can use such an apparatus, as it is in nowise practical. There are many objections to it.

In the first place I doubt whether this so-called trapdoor in the turnhead will work with dirty grain. What is to prevent shucks and silks lodging between this trap door and the casting and preventing this door from shutting? In that event grain would dribble out under this trap door all the time you are elevating, this would mean that grain would be dribbling back to the elevator boot continuously.

The description on the blue print reads as follows: The grain backs up into the spout and causes the trap door to open and allows the grain to flow into the return spout which runs back to the boot. The weight of the trap door may be adjusted to take care of different kinds of grain.

This last sentence in itself condemns the device, as the country elevator man can not run to the top of the building and change the weight on this overflow gate each time he wants to elevate oats, wheat and corn, as nearly all of the elevators handle three kinds of grain and in many instances five kinds of grain. We all know that oats and barley are lighter than wheat or corn, and it would take an extra man to keep this overflow gate adjusted to the different grains handled. I have often watched wagons approaching an elevator where one would be loaded with corn, another with oats, another with wheat, this is a common sight, and quite often there will be a load of barley or a load of rye among the teams that come to an elevator in every hour of the day.

THE WORST OBJECTION I see with this distributor is the fact that the grain has to back up into the turn head or distributor and entirely fill this turnhead or distributor before this relief chamber or overflow will operate. After the supply of grain has been shut off and the grain has quit running through the overflow, the operator is then obliged to turn this turn head full of grain to another bin. What is going to happen when he starts to turn this turn head? It will simply scatter grain all over the distributing floor as well as into every spout that it passes over when being turned from one spout to the other. This would insure a mixture of grain in every case where turn head was turned after the overflow apparatus had operated. How many country elevator men would put up with this sort of a mixing nuisance?

The new federal grades force the elevator man to be more careful about mixing than ever. If he wishes to avoid a

loss when shipping grain to market he must prevent mixing. With this apparatus he could not ship a load that was not mixed and it would probably cost him hundreds of dollars to have the grains separated. It takes a special machine to separate wheat and oats and as I understand it the new federal law is very strict in regard to mixed grain. This would prohibit the use of this distributor in an elevator, as it is not at all practical and would be very expensive to the owner.

THE TELESCOPED LEG INCREASES THE FIRE HAZARD. I understand that the Mutual Fire Prevention Bureau is behind this new Gump Distributor, and that it is designed to eliminate or reduce the fire hazard in the elevator head caused by the choking of the elevator. I am surprised to note that the author of this drawing has shown a telescoped elevator leg. Every practical man knows that an elevator leg that is telescoped and settles with the building shortens and lengthens the belt, in other words if you load your elevator and it settles the elevator head settles with it, this causes the belt to slack and drag on the bottom of the boot. If this building remains loaded any length of time the operator naturally becomes disgusted with the elevator belt dragging the boot and will tighten the elevator belt. When he un-loads his bins after the elevator belt has been tightened and the building expands, as any cribbed house will do, then the elevator belt is entirely too tight and he is liable to start a fire from a hot box.

LEG IDLER AS A FIRE HAZARD. I note also that he shows an idler in the back leg of this elevator, this idler is intended to keep the belt from rubbing the leg when the boot pulley is screwed down tight, this means that you must run this elevator with a tight belt, which always increases the liability of a hot box. I have known these idlers to set the elevator afire. The ordinary idler used for this purpose is not over eight inches in diameter, so a belt traveling 500 ft. per minute would turn this idler 250 times per minute. One can readily understand how easily a fire could start from the idler running at that speed. Usually the shafts on these idlers are very small and seldom are oiled or looked after, the elevator operator takes it for granted that the idler is O. K. and goes ahead.

When an idler is used and an elevator leg is built for its use the leg casing is made in a straight line from the head to the idler and from the idler to the boot. The difference between the size of the head pulley and the size of the boot pulley throws the lower section of the back leg out of plumb, where an idler is used, if the operator allows his belt to become slack the buckets will drag the outside wall of the back leg. This necessitates his using a tight belt at all times if he does a satisfactory job of elevating, and by using a tight belt it requires one-third more power to run the elevator than it does with a free belt.

I have known of a great many elevator legs which were built without an idler and they work entirely satisfactory. It is not necessary to keep the belt absolutely tight, a slack belt effects a large saving in power, besides it is noiseless and does away with danger of fire as well as the necessity of oiling and keeping the idler in adjustment. The operator need not pay any attention to his elevator belt providing the elevator leg is self-supported independent of the building, and not telescoped or hung on the building. By

building the independent self-supported head and leg the change in the position of the building does not in any way affect the elevator belt. By building the back leg large enough so the buckets do not strike the outer surface, the belt will travel in a natural curve without touching either wall of the leg so it is noiseless and the power needed is greatly reduced.

THE RELIEF CHAMBER which is shown in connection with this equipment has been in use for many years and according to the writer's experience it is an improvement over the ordinary elevator leg, but with its use you can not operate the elevator with the same power that you would require for an elevator connected in a different manner. In many elevators throughout this country if this system were used it would be necessary for the owner to install additional horse power to pull this leg.

The author of this blue print No. 274 admits that there are three or more buckets filling at all times when the elevator is running. This means that if the buckets are spaced twelve inch centers there is three feet of grain in contact with the belt at all times, this is bound to require more power than if the grain reached a space of only twelve inches on this belt. It is not necessary to have a twelve inch column of grain in contact with this belt in order to fill the buckets. With the boot and leg properly connected there is no need of more than one bucket filled at a time, and if you will figure this out you will find that when the overflow works, this so-called relief chamber will practically fill up with grain, meaning that the belt has to travel through about ten feet of grain. This would have a tendency to stop the belt and cause a complete chokeup in many instances, especially where there is not a large head pulley, and where the belt is not run at a high speed. Many elevators are equipped with from 24" to 36" elevator head pulley, the friction obtained from a pulley of this size is not sufficient to pull a belt through this volume of grain. Many country elevators are operating with five and six horse power and even smaller engines, the elevator leg being the only machinery or equipment in the building. With the use of this elevator leg according to what is claimed by the author, the power would be almost doubled and in that event the engine would choke-down and you would have a choke-up from that source.

I would suggest as an improvement over this relief chamber that the grain be run from the overflow to the drive way floor or to a bin built on the working floor that would hold a hundred bushels of grain and allow this overflow to run into this bin, and have this bin spouted back to the elevator boot so that the contents of this bin could be emptied at the will of the operator into the elevator boot and elevated in some portion of the building in case of choke-up and overflow, this would do away with the necessity of the relief chamber. It would also prevent stalling or overworking the engine and slipping of head pulley against belt.

If this overflow will do what they claim for it and carry the full capacity of the elevator there would be no additional power required in case of choke-up and overflow, as the elevator would perform the same duty it would be performing under ordinary conditions.

HOLLAND'S stock of wheat and the new crops are sufficient to last until Mar. 15, 1918; but before the following crop 150,000 to 250,000 tons must be imported

Grain Trade News

ARIZONA

Nogales, Ariz.—The Bowman Mercantile Co. has been incorporated to handle the grain, hay and mercantile business formerly conducted under the names of Wirt G. Bowman and Bowman & Ahumada.

ARKANSAS

Ft. Smith, Ark.—The recently incorporated Hayes Grain Co. has started the erection of a corn shelling plant, which will be equipped with Richardson Scales, motors, shellers and Monitor Cleaners. Kaucher, Hodges & Co. have the contract.

Fort Smith, Ark.—The D. & D. Flour & Grain Co. leased the plant and warehouse of the Fort Smith Roller Mills Aug. 16 and has taken charge. The company will do a general grain and feed business. Charles Kent and Henry J. Dulle are the proprietors.

Little Rock, Ark.—The Dixie Cotton Oil Mill is building 5 concrete tanks, for the storage of cotton seed, and a cleaning house, with structural concrete frame, and brick walls. The old mill is being remodeled. Kaucher, Hodges & Co. have the contract.

Stuttgart, Ark.—We will erect a small elvtr. and flour mill this fall and do a wholesale grain, flour and feed business. James Thomas is pres., C. E. Hayes, vice-pres., F. C. Searan, treas., and J. W. Searan, sec'y and mgr. of our company.—Arkansas Grain Co.

CALIFORNIA

San Francisco, Cal.—The firm of Williams & McDaniel, which opened offices in the Merchants Exchange Bldg. to do a grain brokerage business, has been admitted to membership in the Chamber of Commerce and the Grain Trade Ass'n.—R. V. Lynch, vice-pres. and mgr. Chamber of Commerce.

CANADA

Killam, Alta.—The Federal Grain Co. is building an elvtr.

Galahad, Alta.—The Imperial Elvtr. Co. is building an elvtr.

Moose Jaw, Sask.—The McCallum Grain Co., Ltd., has been incorporated, a capital stock of \$70,000.

Moosomin, Sask.—The Saskatchewan Co-operative Elvtr. Co. has bot the elvtr. owned by Jas. Sharp.

Milestone, Sask.—C. P. Englestad, formerly agt. of O. K. Wilson & Co., has removed from this place.—P. M.

Sarnia, Ont.—Nothing has been done so far toward rebuilding the elvtr. of the Canadian Government which burned four years ago.

Ft. William, Ont.—C. Birkett, sec'y of the Dominion Grain Commission Board for 5 years, has resigned to become sec'y of the Ft. William and Port Arthur Grain Exchange.

Gladstone, Man.—The Echo Mfg. Co., Ltd., has let contract for an 80,000-bu. elvtr. and 500-bbl. mill to the Pegles-Bellows Engineering Co. Work has already been started on the plant, which will replace the one burned Mar. 31.

Montreal, Que.—The Judge Grain Co. has been organized by Edgar Judge and George B. Jones, who has been with the Dwyer Co., to do a general grain, flour and feed business. Mr. Judge was for a number of years pres. of the Montreal Corn Exchange, of which both men are members.

Pierre, Man.—Officials of the Dominion Elvtr. Co. are investigating alleged irregularities in connection with which it is claimed that over 60 farmers were defrauded out of nearly \$10,000 due them for grain from the company's local elvtr.

Pt. Arthur, Ont.—Wallace McKinnon, of Central Park, supt. of the Peavey elvtr. system on Rice's Point, Superior, Wis., has become general supt. of the Canadian Northern system of elvtrs. This system has a storage capacity of about 9,500,000 bus. and is operated by the Peavey grain interests, which lease from the railroad.

Calgary, Alta.—Our company will, on Sept. 1, become the United Grain Growers, Ltd., at which time the elvtrs., that we are building, will be taken over by the new company. The United Grain Growers, Ltd., is an amalgamation of the Grain Growers Grain Co., Ltd., of Winnipeg, and our company.—Alberta Farmers Co-operative Elvtr. Co., Ltd. The company has 39 elvtrs. under construction, which will be completed before Sept. 1.

WINNIPEG LETTER

A meeting was held Aug. 17 to consider rules for regulating trading when sample markets start operating Sept. 1.

The annual meeting and election of officers of the Winnipeg Grain & Produce Clearing Ass'n was held Aug. 21.

The additional stories to the Grain Exchange Bldg. will not be erected this year on account of the uncertain labor situation.

George A. Morton, of the grain brokerage firm of Ernest Parker, was killed recently in an air flight at Camp Mohawk near Ottawa, Ont.

Winnipeg, Man.—J. Lowden, of the Central Grain Co., has been presented with a case of silver, by a number of the members of the Grain Exchange, as a wedding gift.

The council of the Grain Exchange, in view of the order of the Board of Grain Supervisors to cease future trading in wheat, has decided to withdraw facilities for future trading at the close of the market Aug. 31.

The following notice was issued Aug. 17: It is hereby ordered by the board of grain supervisors for Canada that trading in wheat for future delivery shall cease in the grain exchanges of Canada not later than Sept. 1, 1917.

Chas. E. Lewis & Co. on Aug. 18 closed their grain brokerage office, which they have been conducting here for the past 25 years, on account of the government taking control of the wheat trade. H. W. Ayers, who has been mgr. for 17 years, will engage in business on his own account.

The Board of Trade on Aug. 11 issued the following statement regarding the sample market decision. Changes should be made in the Manitoba Grain Act, especially section 208, referring to stopover charges. The bulk grain B/L should be amended to be made consistent with sample trading. Provision must be made for the obtaining of duplicate samples, taken at some point in the interior, and the forwarding of these to the sample market, in order to assure their arrival before the cars, thus reducing the period of delay to the minimum. A Grain Exchange delegation composed of George Fisher, David Horn, H. McWilliams and J. E. Botterell recently went to Ottawa in regard to the establishment of the sample market here. At their request Winnipeg as well as Fort William will be made a sample market Sept. 1.

COLORADO

Calhan, Colo.—Work has been started on the elvtr. of the Farmers Elvtr. Co.

Fleming, Colo.—The erection of an elvtr. is planned by the Spelts Grain Co., of Sterling.

Hudson, Colo.—The Hudson Elvtr. Co. has let contract for a large addition to its elvtr.

Dailey, Colo.—The Spelts Grain Co., of Sterling, contemplates the erection of an elvtr. here.

Atwood, Colo.—The Spelts Grain Co., of Sterling, on Aug. 1 took over the Ackerman Elvtr. here.

Merino, Colo.—The S. B. Ashcraft Grain Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Weldona, Colo.—The Colorado Bean & Grain Co. has bot the elvtr. of the Weldon Valley Elvtr. & Mercantile Co.

Johnstown, Colo.—Walter Mallonee, of Longmont, has been placed in charge of the elvtr. of the Farmers Mfg. Co.

Keensburg, Colo.—The recently organized Farmers Federated Elvtr. Ass'n has taken over the nearly completed elvtr. here.

Holyoke, Colo.—The Holyoke Mill & Elvtr. Co. is erecting additional grain storage and making improvements in its plant.

Pulliam sta. (Johnstown p. o.), Colo.—The Colorado Mfg. Co. will build a 50,000-bu. wooden elvtr., with a concrete foundation.

Hugo, Colo.—The Theodore G. Fick Grain Co. has started work on an elvtr., to cost \$10,000. The White Star Co. has the contract.

Kahler sta. (Johnstown p. o.), Colo.—A 50,000-bu. wooden elvtr., with a concrete foundation, will be erected by the Colorado Mfg. Co.

Sterling, Colo.—W. I. Hazlett, of the Logan County Roller Mill will open his new plant Sept. 1. It is equipped with up-to-date machinery.

Wilty sta. (Johnstown p. o.), Colo.—The erection of a 50,000-bu. wooden elvtr., with concrete foundation, is contemplated by the Colorado Mfg. Co.

Buda sta. (Johnstown p. o.), Colo.—The Colorado Mfg. Co. will build a 50,000-bu. elvtr. It will be a wooden structure, with a concrete foundation.

Wiggins, Colo.—The newly organized Farmers Federated Elvtr. Ass'n has taken over the elvtr. which the Farmers Elvtr. Co. has nearly completed.

Waverly, Colo.—The Longmont Farmers Mfg. & Elvtr. Co. has the material on the ground for a grain warehouse. M. D. Harned will be grain buyer for the company.

Brush, Colo.—The recently organized Farmers Federated Elvtr. Ass'n, with headquarters at Ft. Morgan, has taken over the McDill Elvtr. and will place a mgr. in charge.

Montrose, Colo.—The Mesa Flour Mills Co., of Grand Junction, has let contract for a 50,000-bu. steel and concrete elvtr. to the Burrell Engineering & Construction Co. It will be operated under the name of the Montrose Elvtr.

Nunn, Colo.—W. L. Cline and Jacob Hasbrouck are building 20,000-bu. concrete storage tanks, and I understand the Farmers Elvtr. Co. will erect a large warehouse, elvtr. and storage station, work to begin at once.—J. W. Buchanan.

Julesburg, Colo.—The Julesburg Co-operative Grain Co. has completed the 25,000-bu. steel clad elvtr. for which it let contract to W. C. Bailey. Coal and feed are being handled in connection. Electric power has been installed in the elvtr.

Ft. Morgan, Colo.—The name of the Platte Valley Mfg. & Elvtr. Co. has been changed to the Farmers Platte Valley Mfg. & Elvtr. Co. J. H. Roediger has sold the controlling interest and J. L. Eaches, connected with the company for 14 years, has been elected pres.

Ft. Morgan, Colo.—The Farmers Federated Elvtr. Ass'n has been formed by the federation of the Farmers Elvtr. Co. at this place, Keensburg, Wiggins and Brush operating elvtrs. on the Burlington. The headquarters will be at this city with O. T. Vinsonhaler as general mgr. Coal, farm implements and machinery will be handled.

Brighton, Colo.—The Brighton Mill & Elvtr. Co. has closed its elvtr. for repairs. The old building, with the exception of the large bins which were constructed only recently, was taken down and the ground excavated for lower room, rat proof sack room, new scales of 10 tons capacity, large dump and screw conveyor for unloading grain from wagons and taking it into the elvtr. The new building is 62 ft. high and contains 6 stories and basement. The 26x10 ft. office is on the south side of the building. New machinery has been installed thruout and the capacity has been increased to 50,000 bus. Equipment for cleaning beans will be installed.

IDAHO

New Plymouth, Ida.—We have completed a 7,500-bu. elvtr. here and placed Louis Wachter in charge.—Payette Mills, Payette.

Twin Falls, Ida.—L. L. Breckenridge, general mgr. of the Twin Falls Mfg. & Elvtr. Co., has been elected pres. of the Commercial Club of this city.

Catholic spur (Winchester p. o.), Ida.—The Lewis County Rochdale Co. has an elvtr. and warehouse here, of about 75,000 bus. capacity. This elvtr. is the only one at this point.—X.

Caldwell, Ida.—Work is being rushed on the 225,000-bu. concrete elvtr. for which the Caldwell Flour Mills let contract to the Burrell Engineering & Construction Co. and it will probably be completed to handle grain this fall.

Buhl, Ida.—The Farmers Equity Trading Co., incorporated with a capital stock of \$100,000, has succeeded the Farmers Union Trading Co. and started the erection of a 100,000-bu. cribbed elvtr., to cost \$10,000. It will be rushed to completion to handle the fall grain crop. Matthew Scully is pres. and W. F. Forbes, mgr. of the company.

Jerome, Ida.—Work has been started on the 60,000-bu. elvtr. for which the Farmers Mfg. & Elvtr. Co. let contract to the Burrell Engineering & Construction Co. It will be 30x32 ft. and 79 ft. high, of 2x6 and 2x4 timbers, with corrugated iron siding. The iron clad warehouse will be 30x60 ft., and the office will be 12x36 ft., with drop siding. Automatic scales, of 1,200 bus. per hour capacity, will be installed on the first floor of a 14x35 ft. two story building, and the seed cleaning room will be located on the 2nd floor. A spur from the Oregon Short Line will be laid to the building, which will be rushed to completion to handle the fall crop.

ILLINOIS

Harmon, Ill.—The Neola Elvtr. Co. has installed new scales.

St. Francisville, Ill.—The Baker Elvtr. & Mill Co. has been dissolved.

Tolono, Ill.—J. A. Creamer has installed an electric motor in his elvtr.

Ritchey, Ill.—The Ritchey Grain Co. is planning to install a new scale.

Kasbeer, Ill.—The Farmers Elvtr. Co. has just completed its 40,000-bu. elvtr.

Stewardson, Ill.—Voriss & Sons will install a Boss Air Blast Car Loader.

Strawn, Ill.—We will build a new grain office at our elvtr. here.—Harry Tjardes.

Cropsey, Ill.—The Farmers Elvtr. Co. is re-siding its elvtr. with corrugated iron.

Bourbon, Ill.—Our 75,000-bu. elvtr. is complete.—C. E. Davis, by B. A. McBride.

Villa Grove, Ill.—I will probably build an elvtr. here. The recent report that I purchased an elvtr. is incorrect.—J. A. Gilles.

Merritt, Ill.—The Farmers Elvtr. Co. has increased its capital stock from \$7,000 to \$15,000.

Walnut, Ill.—The new elvtr., on the I. T. S., has been completed and placed in operation.

Long Creek, Ill.—Hayden Veech contemplates the erection of additional storage space.

Abingdon, Ill.—Bader & Co. own and operate an elvtr. at this station, on the C. B. & Q.—X.

Villa Grove, Ill.—I have not sold my elvtr. at this place as was recently reported.—T. D. Hanson.

Manhattan, Ill.—F. J. Lowrey, mgr. of the Farmers Elvtr. Co., has returned from his wedding trip.

Belleville, Ill.—The J. F. Imbs Mfg. Co. has built a 100,000-bu. elvtr. and is now overhauling its mill.

Flatt, Ill.—The Flatt Elvtr. Co. has let contract for the erection of a 25,000-bu. elvtr. to cost \$11,000.

Donovan, Ill.—The Donovan Grain Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Oakland, Ill.—Wm. Price, of Brocton, is in charge of the recently acquired elvtr. of the Brocton Elvtr. Co.

Mt. Auburn, Ill.—Hight & Cline have completed and placed in operation a new elvtr. to replace the one which burned June 16.

Cerro Gordo, Ill.—I am mgr. of the new 60,000-bu. cribbed elvtr. of Thurman E. Hamman.—H. J. Casley, formerly at Dalton City.

Peoria, Ill.—J. H. Ridge, of Turner, Hudnut & Co., has been admitted to membership in the Board of Trade.—John R. Lofgren, sec'y.

Civer sta. (Cuba p. o.), Ill.—Ira Moorehouse, mgr. of the elvtr. of Buckley, Pursley & Co., recently fell in the elvtr. and fractured 2 ribs.

Augusta, Ill.—J. A. Swank and James Pierson have formed a partnership and will buy grain under the name of the Swank Grain Co.

Peoria, Ill.—A new site has been chosen for the 500,000-bu. reinforced concrete elvtr. of the American Mfg. Co. on account of land slides.

Buckley, Ill.—The Farmers Elvtr. Co. is erecting an engine house for its gas engine. The company will also purchase a 15-h. p. electric motor.

Chebanse, Ill.—The Chebanse Grain & Coal Co. will lease more ground from the I. C. R. R. and erect additional buildings as soon as conditions warrant.

Teheran, Ill.—John Peters has sold his interest in the elvtr. of the V. C. Elmore Grain Co. to his partner, V. C. Elmore, who will continue the business.

Tampico, Ill.—The Farmers Elvtr. Co. built an addition to its elvtr., installed a feed mill, electrically driven, of 2 tons per hour capacity, and a new dump.

Standard, Ill.—The Farmers Elvtr. Co. has built a 42,000-bu. concrete elvtr. in the place of the old one which was taken down. William Springer is mgr.

Twin Grove, Ill.—Mrs. C. Lulu Peters, of Bloomington, has bot the elvtr. of the estate of J. W. Pruett and opened it for business with A. Enlow in charge.

Cairo, Ill.—The city council has been asked to grant permission for the extension of the M. & O. switch tracks which serve the Hasting-Stout Co.'s elvtr.

Glenavon, Ill.—O. B. Iseminger, of Heyworth, will be in charge of the elvtr. which Hornor, Gyles & Co. took over from the Hornor-Outlaw Grain & Coal Co.

McLean, Ill.—W. W. Hill, of Springfield, has bot the elvtr. of Darnall & Spence for \$19,000. N. N. Hieronymous has been appointed mgr. The elvtr. was sold, as Mr. Darnall decided to discontinue his interest in it following the death of Mr. Spence.

Hudson, Ill.—The business which Lawrence Bros. took over from A. W. Skinner is being conducted as the Lawrence Grain Co., with E. D. Lawrence as mgr.

Deland, Ill.—Porter Bros. have completed the 34,000-bu. addition to their 90,000-bu. elvtr. It will be used for oats. The Decatur Construction Co. had the contract.

Mt. Carmel, Ill.—The 100-bbl. Bluff City Mill is now being built to replace the plant, which burned a year ago, and will grind soft wheat.—Bluff City Mills & Elvtr. Co.

Tuscola, Ill.—Thos. Abrams, of this place, bot the old R. & J. Ervin Elvtr. for \$3,500. He will rebuild as soon as possible. I bot the elvtr. of F. A. Warren on Aug. 1.—C. E. Davis.

Mendota, Ill.—H. C. Moore has admitted W. P. Cavanaugh to partnership and the style of the firm now is Moore & Cavanaugh. Mr. Cavanaugh formerly represented Lowell, Hoyt & Co.

Risk sta. (Strawn p. o.), Ill.—We will wreck our old elvtr. and replace it with a 25,000-bu. iron clad structure at this place. H. Z. Ballinger has the contract.—Harry Tjardes, Strawn.

Cambridge, Ill.—Fire recently broke out in the cob house at the elvtr. of Wm. Ringle & Co. but was gotten under control before it reached the grain. A switch engine was responsible.

Adrian, Ill.—H. I. Marks, mgr. of the Adrian Elvtr. Co., on Aug. 13 caught his right hand and wrist in the machinery while elevating rye. While no bones were broken, the bruise is very painful.

Patton sta. (Mt. Carmel p. o.), Ill.—The smokestack on our elvtr. at this place was recently torn down by a farmer driving under a guy and pulling it loose.—Bluff City Mills & Elvtr. Co., Mt. Carmel.

Westville, Ill.—M. L. Hill, who formerly was engaged in the grain business at Riola, and O. M. Mackey, a local banker, have formed a partnership for buying grain. They plan to erect an elvtr. later.

Clements sta. (Franklin p. o.), Ill.—John Flynn, Wm. Mortimer and Wm. Craig have purchased and taken possession of the elvtr. of Lewis, Lynd & Co. They will form a farmers elvtr. company to operate it.

Alvin, Ill.—A new Farmers Elvtr. Co. has been organized by 6 farmers and on Aug. 14 it bot the elvtr. of the defunct Farmers Elvtr. Co. I have been retained as mgr. by the new company.—S. R. Watson.

Compro sta. (Auburn p. o.), Ill.—The recently incorporated Compro Grain Co., of which J. M. Stockdale is mgr., will erect at once a large elvtr. on the Northwestern to be completed to handle the new corn crop.

Blue Mound, Ill.—Earl Crow, who sold his elvtr. at Beason, will assist his brother L. W. Crow in conducting the elvtr. of E. W. Crow & Co. E. W. and C. F. Crow will retire from the business and spend the winter in the West.

All country elvtrs. in Illinois hitherto operated under the name Neola Elvtr. Co. will be operated by the Armour Grain Co., the ownership remaining the same, but all contracts reading "Armour Grain Co., successor to Neola Elvtr. Co."

Ivesdale, Ill.—M. C. Camp, son of J. M. Camp, has succeeded his father in the firm of Camp & Morgan. Mr. Camp, Sr., who is 80 years of age, is one of the pioneers in the grain business. The firm has let contract and started work on a new elvtr.

Pekin, Ill.—James W. Barrett, who has been connected with the Turner-Hudnut Co. for 18 years, has disposed of his stock to V. P. Turner and will retire from the firm. W. B. Aydelott will also sell his interest and retire. The headquarters of the company, which operates a line of elvtrs., will be moved to Peoria and the office here will be continued as a branch. George B. Hornish, who has been with the company for several years, will be transferred to Peoria.

Champaign, Ill.—Alba J. Flatt has taken over the private wire of E. W. Wagner & Co. and will operate it as their correspondent in connection with his cash grain business. He was recently admitted to membership in the Chicago Board of Trade.

Astoria, Ill.—The Astoria Grain Co. has been formed to conduct the elvtr., grain and feed business, which I. R. Carter and P. F. Phipps took over July 23 from J. B. Snedeker. Mr. Phipps has been with James E. Bennett & Co., Chicago, as their solicitor here for the past 8 or 9 years.—A.

Momence, Ill.—Grain dealers of this section held a meeting and banquet at the Central House Aug. 9. They were addressed by Mr. Powell, field worker and ass't sec'y of the Illinois Grain Dealers Ass'n, on the car situation and legislation by the government in regard to grain handling.

Medora, Ill.—A 14-year-old boy was nearly suffocated in the Medora Elvtr. when he jumped into a bin from which grain was being drawn. Mgr. Kahl and his ass't, John Barnes, discovered the boy's predicament in time to shut off the grain when only the top of his head was visible.

Beason, Ill.—The Janssen Elvtr. Co. has bot the elvtr. of the Crow Grain Co. from Earl Crow, who will move to Blue Mound. M. Murphy and S. Fernandes, of Springfield, and J. H. Janssen, formerly mgr. of the Farmers Co-operative Co. at Farmingdale, are the stockholders in the new company.

Farmer City, Ill.—Suits to compel the Big Four and Illinois Central Railroads to install tracks scales were begun by the Farmer City Grain Co. and C. F. Shore & Co., of Fullerton thru Attorney Grover Watson of this city. The court ruled the law is not constitutional and plaintiffs will appeal to the Circuit Court.

Panola, Ill.—The elvtr. of F. S. Larison was partially destroyed Aug. 13 by fire due to the back-firing of a gasoline engine. The loss on building and contents was about \$10,000, some 15,000 bus. of oats being practically destroyed, tho 4 carloads are being salvaged. Insurance on building was \$4,000 and on grain \$6,000. The elvtr. will be rebuilt.

Forest City, Ill.—Work is progressing on the 60,000-bu. reinforced concrete elvtr. for which the Forest City Grain Co. recently let contract and it will be rushed to completion to handle the corn crop this year. It will consist of 4 grain tanks, 60 ft. high and 16 ft. in diameter, which will be built on the north side of the driveway of the company's present steel structure.

Saybrook, Ill.—The new firm of Hornor, Gyles & Co. has been organized to take over the elvtrs. and grain business here and at Glenavon of the Hornor-Outlaw Grain & Coal Co., which has been dissolved by mutual consent. W. W. Outlaw retiring. Associated with A. L. Hornor are F. G. Gyles, in the grain brokerage business at Bloomington, and O. B. Iseminger, of Heyworth.

CHICAGO NOTES.

The Board of Trade has voted to advance weighing charges from 35c to 50c per car. All employees of the Board of Trade, who are drafted, will have their salaries continued while they are away.

Members of the Board of Trade in the army or navy during the war will be exempt from the payment of dues.

Lee Partridge has been suspended from the Board of Trade for failure to satisfactorily adjust a business obligation.

John F. Wright, member of the Board of Trade for several years, has been elected sec'y and director of the Cray-Johnson Co. C. B. De Marras, grain solicitor, has formed a connection with the company.

A smokers' club, to furnish smoking materials for United States troops in France, is being organized by James A. McClean. Members of the Board of Trade are contributing a regular monthly subscription.

A com'te, composed of E. L. Glaser, J. F. Barrett and Frank Rice, was appointed by the directors of the Board of Trade Aug. 24 to fix a settling price on all wheat contracts for future delivery that remain open at the conclusion of trading on the 25th.

Fixing of the settlement price on September wheat contracts has been postponed by the directors of the Board of Trade, hoping that the Hoover-Garfield com'te of the food administration will make an early report on the price to be paid by the government.

A com'te of members of the Board of Trade has been appointed to formulate plans for trading in cotton seed oil. The provision trade on the floor is interested in this commodity and the eastern quotations for futures have been posted continuously for some time past.

H. S. Klein has been adm'tted to membership in the Board of Trade. J. P. Hayes, B. B. Marcuse, H. C. Goebel, H. H. Dennis and A. W. Morton have been admitted to membership and the memberships of Abe Mennel, of Toledo, O., L. G. Bournique, George T. Sidwell and B. E. Saveland have been posted for transfer. Memberships are selling at \$5,000 net to the buyer.

At the written request of Herbert Hoover the directors of the Board of Trade announced Aug. 15 that all trading in wheat for future delivery would cease Aug. 25. Hoover in his letter alleged that trading or quotations in wheat futures "will confuse, rather than stabilize the price." The food administrator asked that this be done after Sept. 1, when government wheat buying begins, but the Board took immediate action, not desiring to embarrass the administration in the slightest degree.

INDIANA

Seaford, Ind.—Schlademan Bros. will install a Boss Air Blast Car Loader.

Teegarden, Ind.—Miller & Roelke have purchased a cleaner for their elvtr.

Yeddo, Ind.—The Glascock Grain Co. has purchased a Boss Air Blast Car Loader.

Jamestown, Ind.—The Jamestown Mlg. Co. has filed preliminary certificate of dissolution.

Mt. Vernon, Ind.—The Independent Hay & Grain Co., of Evansville, will lease the warehouse of John H. Moeller in this city.—C.

Mt. Vernon, Ind.—A. Weller & Co., of Henderson, Ky., have just completed a 100,000-bu. grain warehouse, on the L. & N.

Lafayette, Ind.—A. E. Hartley, of Fowler, has secured a position in the local brokerage office of E. Lowitz & Co., Chicago, Ill.

Sardinia, Ind.—The Blish Mlg. Co., of Seymour, has purchased the elvtr. and mill of George Claypole. Possession will be given Sept. 1.

Townley, Ind.—We have purchased the elvtr. of Frank Dudgeon, who took a farm in Van Wert County, O., in exchange.—Brady Bros., Payne, O.

Lake, Ind.—We contemplate the erection of a 20,000-bu. corn elvtr., complete with shelling, cleaning and conveying machinery.—Collins & Swallow.

Redkey, Ind.—We have completed our 30,000-bu. elvtr., on the L. E. & W., and placed H. A. Dillon in charge. The Reliance Construction Co. had the contract.—Redkey Equity Exchange.

New Albany, Ind.—The firm of Louis Hartman & Sons will continue in the grain and flour business. No change in the business will be made on account of the death of Louis Hartman.

Lyford sta. (Rosedale p. o.), Ind.—William John and Thomas Beggs have purchased the elvtr. from Ray Jenckes, of Terre Haute. They will install new machinery and make it up-to-date in every respect.

Jamestown, Ind.—We purchased the property of the Jamestown Mlg. Co. July 12 and will install a new mill to grind wheat and do a general milling business.—A. H. Turner, mgr. Farmers Elvtr. Co.

Piercetown, Ind.—Kraus & Apfelbaum have completed improvements to their elvtr. There are now 7 bins instead of 4, the capacity has been increased to 11,000 bus. and electric power and lights have been installed.

The following have been admitted to membership in the Indiana Grain Dealers Ass'n: Farmers Mill & Elvtr. Co., Columbia City; Colfax Grain Co., Colfax; Vandalia Elvtr. Co., Colfax; Hammel Mlg. Co., Fremont, and J. N. Sparks, Camden.—Chas. B. Riley, sec'y.

Fort Wayne, Ind.—It was erroneously stated in this column Aug. 10 that I had decided to retire from the grain business. I have been in the grain business for 23 years and intend to remain in it for the balance of my natural life and I hope right in this city. In fact, I don't know any other business.—Chas. H. Granger.

Milroy, Ind.—Farmers are planning to organize a company to take over the elvtr. of the Enterprise Mlg. & Elvtr. Co., owned by Thomas Bottorff. The Farmers Elvtr. Co., of Sandusky sta. (Williamstown p. o.), has leased the elvtr. for 60 days. Claims amounting to \$19,000 have been filed against Thomas Bottorff and John W. Anderson has been appointed trustee.

Washington, Ind.—Thieves have been so active that Norris & Kidwell and the Spink Mlg. Co. have placed cards on the knobs of their safe combinations giving instructions as to how to open the safe, so that thieves would not find it necessary to blow them open. Evidently believing that Norris & Kidwell were trying to fool them, thieves opened the safe recently and took a few pennies, all that had been left in the cash drawer. Detectives are investigating.

INDIANAPOLIS LETTER.

Aug. 10, 1917.—We find no record of the incorporation of the Farm Products Company of Indianapolis.—Ed. Jackson, sec'y of State.

Ike Born, formerly mgr. of the Samuel Born Grain Co., and the Lafayette Elvtr. & Mill Co. at Lafayette, is now mgr. of the Indianapolis Farm Products Co.

Aug. 8, 1917.—Under the rules of the Board of Trade only individuals can take membership and no one connected with the Indianapolis Farm Products Company is a member of this Board of Trade.—Wm. H. Howard, sec'y.

IOWA

Ogden, Ia.—The farmers are considering the erection of an elvtr.

Dawson, Ia.—Repairs are being made on the elvtr. of the Farmers Grain Co.

Irwin, Ia.—A new agt. will take charge of the elvtr. of the Urdike Elvtr. Co.

Wilke, Ia.—Will Helgeson has resigned his position at the elvtr. of H. F. Wilke.

Guthrie Center, Ia.—S. G. Compton & Son are making repairs on their elvtr.

Lamoni, Ia.—We will repair our elvtr. here.—Iowa-Missouri Grain Co., Mt. Ayr.

Ogden, Ia.—A. H. Ehmke and son, of Pioneer, have bot the elvtr. of C. Tams.

Washta, Ia.—Sanborn & Co. have purchased a Hall Signaling Grain Distributor.

Lovilla, Ia.—H. W. Kester is building a large grain and feed house on the Wash.

Alexandria, Ia.—Ray Isenberger is the new agt. of the Bowles-Billings & Kessler Grain Co.

Sioux City, Ia.—A 30,000-bu. elvtr. is being erected by the Sioux City Stock Yards Co.

Redfield, Ia.—We are building a 150-ft. double corn crib, coal shed and feed house.—O. J. Meredith, agt. Des Moines Elvtr. Co.

Sulphur Springs, Ia.—E. M. Tracy has bot the elvtr. and grain business of Ed. Daniels, Jr.

Melvin, Ia.—The Farmers Elvtr. Co. has painted its elvtr. and installed a new grain dump.

Wayland, Ia.—The Wayland & Coppock Farmers Elvtr. Co. is building a warehouse for mill feed.

McCallsburg, Ia.—A. J. Nelson has secured a position in the elvtr. of the Farmers Grain Co.

Hardy, Ia.—John Renther, formerly of Grand Junction, is mgr. of the elvtr. of Gilchrist & Co.

Perkins, Ia.—The Farmers Co-operative Ass'n, of Hull, has bot the elvtr. of the Thorpe Elvtr. Co.

Rembrandt, Ia.—The De Wolf & Wells Co., of Spencer, has bot the elvtr. of the Skewis Grain Co.

Perry, Ia.—Earl Yount has succeeded Chas. Dewese as mgr. of the branch office of Harper & Ward.

Sigourney, Ia.—I have opened up my old elvtr. No new machinery was required.—J. F. Bray.

Fenton, Ia.—The Farmers Elvtr. Co. will employ a new mgr. Oct. 1, the former mgr. having resigned.

Struble, Ia.—Ed. Nation, of Norfolk, Neb., has succeeded Ben Garding as mgr. of the Farmers Elvtr. Co.

Malvern, Ia.—T. M. Replogle has resigned as mgr. of the elvtr. and mill of the Malvern Grain & Mfg. Co.

Sherwood, Ia.—The Sherwood Grain Co., which recently sold its elvtr. to the Quaker Oats Co., has been dissolved.

Sioux City, Ia.—The erection of an elvtr., to cost \$20,000, is planned by the American Pop Corn Factory.

Ireton, Ia.—Repairs are being made on the elvtr. of the Farmers Elvtr. Co. preparatory to handling the fall crop.

Belmond, Ia.—The Quaker Oats Co. has bot the elvtr. and warehouse of the Belmond Grain Co., E. R. Ballou, prop.

Leeds, Ia.—The Mystic Mfg. Co., of Sioux City, will build 4 concrete grain tanks, of 60,000 bus. capacity, at a cost of \$15,000.

Ferguson, Ia.—The Farmers Elvtr. Co. contemplates the erection next year of an elvtr., of from 15,000 to 20,000 bus. capacity.

Alton, Ia.—The Klein Bros. Grain Co. has bot the elvtr. of the L. J. Button Elvtr. Co. H. W. Klein will continue as mgr.

Goodell, Ia.—The elvtr., which Ed Farley is building on the C. R. I. & P., is nearing completion. Otis Day is the operator.—X.

Orient, Ia.—The elvtr. of Sumner White burned Aug. 19 with a loss of \$10,000. The fire was caused by a spark from a passing locomotive falling thru an open window. A carload of timothy seed and 1,000 bus. of oats burned.

Plum Creek, Ia.—The Farmers Elvtr. Co. has been organized. The elvtr. of Seller & McDonald has been purchased by the new company.

Iowa Falls, Ia.—Requa Bros., of Chicago, Ill., have opened a branch office in the Sentinel Block with O. M. Woods, of Stanhope in charge.

Sioux City, Ia.—We have opened an office in the Davidson Bldg. with Geo. O. Strom in charge.—Taylor & Bournique Co., Milwaukee, Wis.

Montezuma, Ia.—We bot and took possession Aug. 2 of the elvtr. of the King Grain & Feed Co.—A. H. Thomas, mgr. Lynch & Thomas.

Harper, Ia.—Mr. Cherry and son, of Washington, have taken possession of the grain business and garage of which Walter L. Fagan had charge.

Allison, Ia.—Dana Wilder has been appointed mgr. of the new elvtr. which the Farmers Elvtr. Co. is building to replace the one burned June 3.

Sioux City, Ia.—We plan to erect an elvtr., but have made no definite plans owing to the present high cost of materials.—Flanley Grain Co.

Lake Park, Ia.—Greig & Zeeman will erect a 10,000-bu. addition to their elvtr. It will be built of cement blocks and will be used for storage purposes.

Alden, Ia.—C. E. Jones is now in charge of the elvtr. of the Farmers Elvtr. Co. on the Illinois Central, and W. J. Hager is mgr. of the company's other elvtr.

Chapin, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of the Bowles-Billings & Kessler Grain Co. and also the one owned by Mr. Webert, of Sargeant, Minn.

Granite, Ia.—H. F. Feay, for the past several months mgr. of an elvtr. at Upham, N. D., has become mgr. of the new elvtr. of the Farmers Elvtr. Co. here.

Enterprise, Ia.—The elvtr. of Inglis Bros. at Loring sta. (Maxwell p. o.) will be taken down and the material shipped here to be used by local business men in a new elvtr.

McPherson, Ia.—D. W. Brick, of Elliott, and C. R. Stinson, of Pilot Grove, will take over Sept. 1 the elvtr. and store of W. M. Peake in exchange for land in Wyoming.

Armstrong, Ia.—C. Christensen on Aug. 1 became mgr. of the Farmers Co-operative Co., succeeding E. W. Chapman, who is now mgr. of the new Farmers Elvtr. Co. at Superior.

Swea City, Ia.—G. S. Livermore will install a Hall Signaling Grain Distributor in the 20,000-bu. elvtr. for which he let contract to the Burrell Engineering & Construction Co.

Bancroft, Ia.—The office at the elvtr. for which the Farmers Elvtr. Co. let contract to the Newell Construction Co. has been moved and Mgr. Hulterstrum has moved into it.

Terril, Ia.—The De Wolf & Wells Co. will build a 20,000-bu. addition to its elvtr. The old office building and engine room have been taken down and a new building will be erected.

Massena, Ia.—Johnson, Moorehouse & Co., operating an elvtr. here, have bot the site, which Chas. W. McCaustland and others recently purchased with the intention of building an elvtr.

Cartersville, Ia.—Francis Madden, who has been employed by the Independent Grain & Lumber Co. at Dougherty and Dike for the past year, is now in charge of the company's elvtr. here.

Griswold, Ia.—We expect to have our up-to-date studded 18,000-bu. elvtr. ready to receive grain about Sept. 1. Feeds and seeds will be handled in connection.—Griswold Co-operative Ass'n.

Des Moines, Ia.—The first meeting of business men regarding the proposed 600,000-bu. elvtr. for this city was held Aug. 14 at the Chamber of Commerce. M. McFarlin, of the Central Iowa Grain Co., and R. H. Faxon explained the plan used in other towns.

Emmetsburg, Ia.—Work will start soon on the 300,000-bu. elvtr. for which the Quaker Oats Co. let contract to the Burrell Engineering & Construction Co. It will be used for the purchase and storage of oats.

Evander sta. (Sheldon p. o.), Ia.—The Merchants Elvtr. Co., which recently bot the elvtr. of the L. J. Button Elvtr. Co., has built a new coal shed. N. D. Sloan has been retained as agt. by the new company.—A.

Bussey, Ia.—We have placed O. Tedford in charge of our newly acquired elvtr., which was formerly owned by Pringle & Houser. Flour, feed, salt, seeds, and coal will be handled in connection.—Wilkin Grain Co., Albia.

At all stations operated by the Neola Elvtr. Co. in Iowa the name has been changed to Armour Grain Co., the ownership remaining the same, but all contracts will show "Armour Grain Co., successor to Neola Elvtr. Co."

Ames, Ia.—The holdings of the Central Iowa Grain Co. have been taken over by the Ames Grain Co., which was recently incorporated with capital stock of \$50,000. H. F. Woodruff is pres. of the new company.

Sioux City, Ia.—The Tiedeman Elvtr. Co. has sold its 8 elvtrs. in Iowa and South Dakota to the M. King Elvtr. Co. and M. E. De Wolf, of De Wolf & Wells Co., Spencer, Ia. Possession has already been given. The company will close its office at this place.

Pocahontas, Ia.—The Pocahontas Elvtr. Co. has taken over the 2 elvtrs. of the Pocahontas Grain Co. from E. M. Richards in exchange for land in Minnesota. J. E. and W. G. Anderson and Anton Machovets are the members of the new company. E. M. and P. D. Richards have been employed as mgrs. for the present.

Holland, Ia.—We intend to paint our elvtr. and install a new leg, belt, cups, dust collector, manlift, dump, and Howe Dump Scale, with registering beam. The cupola will be raised to give extra fall to loading grain into cars from the automatic scale. We will also put timbers up the side of the elvtr. and bind same with iron rods thru the bins.—J. A. Fonken, mgr. Farmers Elvtr. Co.

Battle Creek, Ia.—The Farmers Elvtr. Co. incorporated; capital stock, \$6,000; incorporators, H. R. Alberts, Jens Iversen and others. The company bot and took possession Aug. 1 of the elvtr. of the Trans-Mississippi Grain Co. J. B. Brown, who was agt. for several years, has been employed as mgr. Oil meal, bran, shorts, tankage, hay and straw will be handled in connection.

Ogden, Ia.—William Bakley and John Jensen purchased and took possession on Aug. 6 of the elvtr., live stock and implement business of Henry Klippel. Henry Klippel will retire from the business, while his son, Floyd, will remain with the new firm. John Jensen will be mgr. of the business, which will be operated under the name of the Jensen Elvtr. Co. Mr. Bakley is planning to operate in connection his present elvtr. on the M. & St. L. and sell his elvtr. in the south end of town.

KANSAS

Atwood, Kan.—E. N. Conquest has succeeded Mr. Kilmer as mgr. of the Equity Elvtr. Co. here.

Eldorado, Kan.—I have leased the elvtr. and feed business of C. A. Aikman.—W. H. Smith, Wichita.

Linn, Kan.—I took possession Aug. 13 of the elvtr., which I purchased from E. F. Adams.—Don R. Crum.

Hutchinson, Kan.—The L. H. Pettit Grain Co. will install a Hall Signaling Grain Distributor in its elvtr.

Liberal, Kan.—The engine house was removed from the elvtr. of the Equity Exchange Co. by a recent tornado.

Solomon, Kan.—The Farmers Elvtr. Co. has placed 300-watt electric lights on its elvtr. to prevent incendiary fires.



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MILWAUKEE

Towanda, Kan.—L. W. Robison has bot the elvtr. of Geo. E. Garrison and will use it to store his own grain crop.

Hutchinson, Kan.—I have enlisted in the aviation section, Signal Corps.—Foss E. Smith, Grain Dealers Fire Insurance Co.

Salina, Kan.—Fred S. Shellabarger, pres. and mgr. of the Shellabarger Mill & Elvtr. Co., died Aug. 19 at Santa Cruz, Cal.

Belle Plaine, Kan.—The New Era Mfg. Co., of Arkansas City, is building a reinforced concrete elvtr. on the Midland Valley Ry.

Hazleton, Kan.—I have sold my elvtr. and grain business at this place to the Murphy Grain Co., of Aline, Okla.—E. A. Jones.

Ludell, Kan.—I have resigned my position with the Ludell Equity Co-operative Co. and am now with Jennings & Roller.—Francis S. Miller.

Centralia, Kan.—The Farmers Elvtr. Co. has installed a new sheller and 2 electric motors in its elvtr., which has been put in first class condition.

Rossville, Kan.—I have leased the elvtr. of C. E. Fritz and will use it for storage purposes in connection with my own house.—Wm. F. Bolan.

Augusta, Kan.—A new 20,000-bu. elvtr. will be erected to replace the old house, owned by J. C. Haines & Co., which is now being taken down.

Campus, Kan.—The elvtr. of the Kansas Flour Mills Co. has been closed on account of the light crop and James Borin, agt., has been transferred to Miltonvale.

Miltonvale, Kan.—The Kansas Flour Mills Co. has remodeled its elvtr. at a cost of \$1,000. I have been transferred from Campus to this station.—James Borin, agt.

Scranton, Kan.—F. E. Michaels will build a large elvtr. on the site of the house, which burned December, 1914. It will be completed to handle the fall grain crop.

Willard, Kan.—The Willard Elvtr. & Live Stock Co. incorporated; capital stock, \$10,000; incorporators, S. C. Clark, of Paxico, D. A. Kendall and A. L. Rogers, of this place.

Kiowa, Kan.—Our elvtr. is now under construction. The recent report that we were selling our plant is incorrect.—O. M. Findley, mgr. O. K. Co-operative Grain & Mercantile Co.

Schulte, Kan.—The Farmers Grain & Supply Co. has been organized, with a capital stock of \$10,000, to build a 15,000-bu. reinforced concrete elvtr. Frank Redding is pres. of the company.

Menlo, Kan.—We have just completed one of the most up-to-date elvtrs. in this part of the state. Henry Doubleday is pres. and J. S. Mahanna is mgr. of our company.—Farmers Elvtr. Co.

Kiowa, Kan.—I have sold my recently completed elvtr., on the A. T. & S. F. to the Murphy Grain Co. of Aline, Okla. I sold my half interest in the Kiowa Mills to J. K. Richardson.—E. A. Jones.

Clay Center, Kan.—The Snell Mill & Grain Co. has built an addition, 14x28, to its office and its elvtr. is being overhauled and remodeled. The capacity will be increased and a new hopper scale installed.

Topeka, Kan.—Country dealers are invited by the Topeka Board of Trade to attend a meeting of grain merchants and millers at the Elks Club Tuesday afternoon and evening, Sept. 11. A business session will be held Tuesday afternoon and a dinner will be served at the club at 6:30.

Neodesha, Kan.—The Rea-Patterson Mfg. Co. has purchased and taken possession of the grain business of the Bauman Grain Co. The deal included considerable grain in storage in the elvtr. The buildings are owned by the Frisco Ry. and were operated by Mr. Bauman under lease, which will be transferred to the purchasing company. Feed and coal will be handled in connection.

WICHITA LETTER.

James T. Warner, connected with the state inspection of grain at Chicago, Ill., for the past 5 years, has been appointed grain sampler here.

Captain James H. Sherman, of Troop B, has resigned as sec'y of the Board of Trade, as he was called into active service on Aug. 5. W. B. Waltermire, of the weighing dept., has been appointed sec'y for the present.

KENTUCKY

Greenville, Ky.—We will install a 12-h.p. electric motor.—Cohen Bros.

Lexington, Ky.—R. K. Byrns, 74 years of age, senior member of the firm of Byrns & Pettit, grain dealers, died Aug. 15.

Bardwell, Ky.—We have repaired our elvtr. and rebuilt our flour mill and one of our warehouses. We hope to be grinding flour by Sept. 1.—Harlan Lowe Mfg. Co.

Versailles, Ky.—The Woodford Coal & Feed Co. incorporated to do a general grain, hay and feed business; capital stock, \$4,000; incorporators, Louis C. Nash, C. R. Ryley and Field McLeod.

Louisville, Ky.—Frederick M. Sackett has resigned as president of the Board of Trade to devote his time to his work as Federal Food Commissioner. J. O. Oliver, who was first vice-pres., succeeds Mr. Sackett as pres.

Louisville, Ky.—The Kentucky Public Elvtr. Co. will reconstruct immediately a section of its plant, which burned Feb. 25. The new 250,000-bu. elvtrs. and working house will cost \$375,000 and will be completed next April. This annex will increase the company's storage capacity to 700,000 bus.

Henderson, Ky.—A. Waller & Co. will rebuild its elvtr., which burned Aug. 4, as soon as the debris is removed. The only portions of the elvtr. that remained standing are 18 large concrete tanks, 9 of which were filled with new wheat and 2 with shelled corn. Three of the tanks were destroyed. It is believed that a spark from a smokestack fell thru a window onto the grease around the pulleys on a belt running from the engine room to the main building. The loss is covered by insurance.

LOUISIANA

New Iberia, La.—The Iberia Grain Co. has just been organized and incorporated. V. L. Caldwell, of Abbeville, is pres., E. P. Moresi, treas., A. S. Lewis, of Dallas, Tex., vice-pres., Edith Gammill, of Thibodaux, La., secy., and I am vice-pres. and mgr. The company is erecting a corn shelling plant and mixed feed plant at Erath and will carry on a general grain shipping business.—J. J. Knight, Dallas, Tex.

MARYLAND

BALTIMORE LETTER.

The Pearl Hominy Co. has let contract for a 100,000-bu. concrete elvtr. to the Burrell Engineering & Construction Co.

Chas. B. Watkins, formerly in the grain, hay and feed business under the name of C. B. Watkins & Co., and a member of the Chamber of Commerce, died suddenly Aug. 12.

MICHIGAN

Grant, Mich.—The Grant Grain Co. incorporated; capital stock, \$10,000.

Hillsdale, Mich.—F. W. Stock & Sons have completed their 25,000-bu. concrete elvtr.

Trufant, Mich.—The Pierson Elvtr. Co., of Pierson, will operate a screening plant at this station.

Salem, Mich.—Charles McLaren has bot the elvtr. formerly operated by John D. McLaren & Co.

Jamestown, Mich.—The Jamestown Co-operative Elvtr. Co. is building a 28x30 ft. elvtr., 28 ft. high, with 4 enamel block grain tanks, 10 ft. in diameter, at the south end.

Cass City, Mich.—The Cass City Grain Co. has increased its capital stock from \$50,000 to \$200,000.

Durand, Mich.—Farmers are organizing a company to take over the elvtr. of the Judson Michigbean Co.

Harvard, Mich.—The Pierson Elvtr. Co., of Pierson, will operate an elvtr. and screening plant at this station.

Howell, Mich.—We will install a new 10-h.p. electric motor and a seed mill to handle farm seeds.—Howell Elvtr. Co.

Detroit, Mich.—Frank G. Marshall, of the Stockbridge Elvtr. Co., Jackson, has been admitted to membership in the Board of Trade.

Battle Creek, Mich.—The elvtr. of the Kellogg Toasted Corn Flake Co. will be equipped with a Hall Signaling Grain Distributor.

Mt. Morris, Mich.—The recently incorporated Co-operative Elvtr. Co. will operate an elvtr. and handle coal and seeds in connection.

Sturgis, Mich.—We are building a 24x36 ft. warehouse for feed and hay and will use the basement for salt.—W. P. De Bolt, mgr. Sturgis Grain Co.

Milo, Mich.—E. W. Stevens has moved an elvtr. from Richland to this station, which is on the C. K. & S. Ry. He will place it in operation at once.

Detroit, Mich.—The American Elvtr. & Storage Co. incorporated; capital stock, \$60,000; incorporators, F. T. Caughey, J. A. Jossman and Wm. R. Rossman.

Reese, Mich.—A meeting of farmers was held Aug. 18 to form plans for building an elvtr. T. M. Denton, Ernest Schulte and others are interested in the movement.

Muskegon, Mich.—Fire during the night of Aug. 24 destroyed the 25,000-bu. elvtr. and mill of the Peoples Mfg. Co. together with part of the business district of this place. Estimated loss, \$150,000.

Bear Lake, Mich.—I am increasing the storage capacity of my plant, adding new machinery, and am removing the steel siding and putting on cypress and painting.—H. M. Cosier, prop. Bear Lake Roller Mills.

Laingsburg, Mich.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$40,000; incorporators, R. S. Gibbs and others. The company has bot one of the 2 elvtrs. of the C. R. Bailey Co. at this place.

Corunna, Mich.—Joseph Ryndell, prop. of the Corunna Mills for several years, in mgr. of the recently acquired elvtr. of the Farmers Elvtr. Co., which is now being placed in first-class condition. Fred Muzzy has been retained at the elvtr. by the new company.

Lennon, Mich.—Chas. Hankins of Flushing and G. Sherwin Haxton of Oakfield, N. Y., have bot the elvtr. of Ely C. Roberts and Ford S. Chapman. The business will be conducted as a corporation, the Lennon Elvtr. Co., and Mr. Chapman may remain as mgr.

Alma, Mich.—The plant of the Alma Grain & Lumber Co. was badly damaged Aug. 10 when a freight train went into an open switch and sent a box car, standing on a siding, crashing thru the building. It started from the rear of the building and stopped when half way thru the front of the structure.

Carson City, Mich.—A. F. Purdy, of Bailey, has moved to this city to become mgr. of the elvtr. which the recently incorporated Inter County Elvtr. Co. is building. It will be completed in time to handle the new crop and will be leased to Lewellyn & Co., of Grand Rapids, for a term of 10 years.

Pierson, Mich.—The Pierson Elvtr. Co. was recently incorporated; capital, \$20,000. Incorporators: Alton F. Petrie, sec'y and mgr., Ernest C. Petrie and M. H. Petrie. Alton F. Petrie has operated an elvtr. here for several years and in 1916 he bot the Harvey plant and since that time has conducted it in connection with his other elvtr.

Bennington, Mich.—The recently incorporated Farmers Elvtr. Co., of Laingsburg, has taken over the elvtr. of the C. R. Bailey Co., which is owned by the Michigan Central R. R.

MINNESOTA

Kandiyohi, Minn.—Johnson & Glader have purchased an elvtr. here.

Trail, Minn.—The Farmers Produce & Elvtr. Co. has been dissolved.

Luverne, Minn.—A Mr. Stafford is now mgr. of the Greig & Zeeman elvtr.

Marietta, Minn.—The Pacific Elvtr. Co. is building an addition to its plant.

Langdon, Minn.—W. O. Vershow is now grain buyer for Woodward & Son.

Prior Lake, Minn.—Costello Bros. are making improvements on their elvtr.

Wilder, Minn.—Repairs are being made on the elvtr. of the St. John Grain Co.

Gully, Minn.—The Farmers Elvtr. Co. has built new coal and cement sheds.

Kinball, Minn.—The Farmers Elvtr. Co. has been organized to build and operate an elvtr.

Herman, Minn.—An up-to-date farm elvtr. is being erected on the Haney Farm, west of town.

Clearbrook, Minn.—H. C. Widness and Chris Jacobson will build an elvtr. at a cost of \$10,000.

Swanville, Minn.—Extensive improvements will be made on the elvtr. of the Tanner Mlg. Co.

Green Bush, Minn.—The elvtr. of the Hanson & Barzen Mlg. Co. will be re-opened for business.

Heron Lake, Minn.—The Benson Grain Co. has built a new office and installed a new scale in its elvtr.

Trail, Minn.—The recently organized Farmers Elvtr. Co. is laying the foundation for an up-to-date elvtr.

Fairmount, Minn.—The Rippe Grain & Mlg. Co. has extended its articles of incorporation to North Dakota.

Waseca, Minn.—Fred Roesler has succeeded J. W. Conway, who resigned as mgr. of the Farmers Elvtr. Co.

Montevideo, Minn.—A. E. Swenson has succeeded Emmett Thomas, who resigned as mgr. of the Equity Elvtr. Co.

Goodridge, Minn.—The elvtrs. at this station are operated by the Hanson & Barzen Mlg. Co. and A. B. Mandt.—X.

Atwater, Minn.—The Atwater Mlg. Co. has bot an elvtr. at Maynard and taken it down. It will be rebuilt at this station.

Ellendale, Minn.—We have just installed a new cleaner in our elvtr.—C. R. Torgerson, mgr. Farmers Mlg. & Elvtr. Co.

Eldred, Minn.—I am mgr. of the Farmers Elvtr. & Trading Co. which recently took over the elvtr. of the Northwestern Elvtr. Co.—J. O. Nyberg.

Mazeppa, Minn.—I intend to install a 10-h. p. electric motor. The Hunting Elvtr. Co. will also install one.—C. Engelhart.

Edgerton, Minn.—J. L. Baldwin, of the Bennett Grain Co., has bot the elvtr. of F. G. McVenes and will use it for storage purposes.

Darfur, Minn.—We have built a new office, flour house and 2 coal bins. The entire plant will be repainted.—Farmers Elvtr. Co.

Lake Wilson, Minn.—The Farmers Cooperative Elvtr. Ass'n will dissolve and form a new corporation with an increased capital stock.

Morgan, Minn.—The Morgan Grain Co. incorporated; capital stock, \$25,000; incorporators, F. P. Creaser, B. J. Jacobs and Charles Picker.

Alberta, Minn.—The recently organized Farmers Equity Elvtr. Co. has bot the elvtr. of the Alberta Grain Co. for \$6,000. L. P. Norby is pres., and Val F. Orth, of McVillie, N. D., has been secured as grain buyer for the new company.

Breckenridge, Minn.—The Farmers Supply & Grain Co. incorporated; capital stock, \$50,000; incorporators, C. Lawrence, pres. and others.

Litchfield, Minn.—The elvtr. of A. E. Cornwell has been sold and Mr. Knutson, who was in charge, is now agt. of the Cargill Elvtr. Co.

Maynard, Minn.—Chris Alphs, formerly mgr. of the Farmers Elvtr. Co. at Clara City, has been appointed mgr. of the Farmers Elvtr. Co. here.

Atwater, Minn.—Johnson & Glader have bot the elvtr. of the Monarch Elvtr. Co. and will operate it under the name of the Atwater Grain Co.—X.

Chokio, Minn.—Leslie McClay, formerly agt. for the Osborne-McMillan Elvtr. Co. at Annandale, Minn., is now agt. for the Monarch Elvtr. Co. here.

Warren, Minn.—The Spaulding Elvtr. Co. is building a grain tank addition to its terminal elvtr., which will be completed to handle the grain shipments from the west.

St. Paul, Minn.—Negotiations are pending between L. M. Abbey, pres. of the Abbey Grain Co., and New York interests for the construction of a 500,000-bu. elvtr. here.

Morris, Minn.—Emil S. Eich has bot the elvtr. of H. O. Eames and is repairing it for operation this fall. Mr. Eames is now operating the Barnes Elvtr., which he recently purchased.

Averill, Minn.—The Monarch Elvtr. Co. has opened for business the 20,000-bu. elvtr. which it purchased last May. Bennett Olson is in charge of the house, which is located on the G. N. R. R.

Atwater, Minn.—A new Farmers Elvtr. Co. has been organized with O. J. Gilbertson as pres. and D. F. Senechal as sec'y. Plans are being made for the erection of a 15,000-bu. elvtr. and feed mill.

Gilfillan sta. (Morgan p. o.), Minn.—The recently incorporated Morgan Grain Co., of Morgan, has taken over the elvtr. of the Gilfillan Elvtr. Co. and is operating the house under its name, with Wm. Matke as mgr.

St. Paul, Minn.—When track scales which are now being installed are completed the 100,000-bu. elvtr. of the C. C. Chambers Elvtr. Co. will be ready for operation. Additional storage tanks with a capacity of 250,000 bus. and a feed mill will be built in the spring.

St. Hilaire, Minn.—The Red Lake Falls Mlg. Co. is putting its elvtr. in first class condition and will open it for business with Nels Benoit, of Red Lake Falls, as grain buyer. A new driveway is being constructed and an addition to the warehouse is being erected for flour and feed.

LeSueur Center, Minn.—A. H. Betts and Mason Smith have bot the elvtr. of the Winter-Truesdell-Ames Co. and will operate it under the name of Betts & Smith, with Mr. Smith as mgr. It will be remodeled and an electric motor and other necessary improvements will be installed.

St. Paul, Minn.—The Grain Exchange has elected the following directors: F. B. Wood, J. F. Diefenbach, W. E. Coles, Jr., Paul Doty, L. F. Dow, A. J. Krank and W. J. Jameson. Officers will be elected later. The exchange voted Aug. 20 to raise the commission for handling cash grain.

DULUTH LETTER.

The Standard Grain Co. has increased its capital stock to \$300,000 and its limit of indebtedness to \$1,000,000.

The board of directors of the Board of Trade have adopted a resolution providing that on and after Aug. 25, 1917, and until further notice no contracts for future delivery of wheat shall be made on the Exchange.

The Barnes-Ames Co. and the W. S. Moore Grain Co. have retired from trading during the period of the war, as their principals, Julius H. Barnes and Watson S. Moore, have been called upon to assist H. C. Hoover.

The McCabe Grain Co. has amended its articles of incorporation, setting the capital stock at \$200,000 and the liabilities at \$3,000,000.

The Board of Trade has resolved that the resolution adopted by the board of directors on June 23, 1917, restricting trading on the Exchange in flaxseed for September delivery to a maximum price of \$3.30 and the resolution of July 23, 1917, restricting trading in flaxseed for October and November delivery to \$3.30 the maximum price shall continue in force only until the close of business on Aug. 21, 1917. Trades in flaxseed for future delivery may be made upon the Exchange on and after Aug. 22, 1917, without restrictions.

MINNEAPOLIS LETTER.

B. C. Crangle has bot the line of elvtrs. in Minnesota and North Dakota of A. O. Cornwell.

We will engage in the cash grain business at this place, St. Paul and Superior.—Grain Growers Grain Co.

Kinsey Maxfield has been re-elected as grain, seeds and millstuffs sampler for the year ending July 31, 1918.

The International Cereal Co. has let contract for a cereal mill to the Hickok Construction Co., at a cost of \$15,000.

Tod W. Lewis has severed his connection with C. E. Lewis & Co. to join the American Red Cross at Washington.

Directors of the Chamber of Commerce Aug. 22 announced that trading in wheat and rye futures would be discontinued after Sept. 1.

The Clarx Mlg. Co. is building 6 concrete tanks, each 18' 4" in diameter and 36' high to increase its storage capacity. The company plans to add 6 more tanks later.

A traveling representative's license has been issued to O. F. Jones to represent Healy-Owens-Hartzell Co. H. E. Scott has applied for a license to represent the Quinn-Shepherdson Co. and S. O. Leslie to represent the Salyards Grain Co.

The Randall, Gee & Mitchell Co. has increased its facilities for handling its grain business. E. W. Dittes has taken the place of Henry D. Gee and Louis A. Walling, will assist in sales. O. L. Nelson is still sec'y of the company.

S. O. Leslie, mgr. of the Farmers Elvtr. Co. at Wolford, N. D., for 4 years, is now traveling representative of the Salyards Grain Co., of this city and Duluth. He commenced work Aug. 15 and will travel thru Minnesota, part of South Dakota and the Red River Valley in North Dakota.

Henry D. Gee is pres., C. C. Lewis, vice-pres., and N. E. Dart, sec'y of our new company, which is doing a receiving and shipping business. Mr. Gee has been for 25 years in this city in the receiving business. Mr. Lewis will take care of the shipping end of the business.—Gee-Lewis Grain Co.

The membership in the Chamber of Commerce of Stuart Logan, of Logan & Bryan, has been transferred to John H. Bagley. The following memberships have been posted for transfer: Chas. M. Amsden to Chas. M. Owen; F. B. Beaupre to Jas. E. Utman; J. R. Starr to John D. Stone; L. D. Godfrey to D. J. Kennedy; W. J. Greve to Henry N. Stanek and H. N. Chadbourne to Jas. B. Forbes.

The members of the Chamber of Commerce, who recently adopted an amendment providing for a referendum on proposed changes in commission rates voted Aug. 17, on a new schedule increasing rates as follows: Wheat, barley and rye, 1% of gross proceeds, with maximum charge of 2 cents and a minimum of 1c a bu. Corn, 1% of gross, with maximum and minimum of 1½c and ¾c a bu. Oats, 1% and maximum and minimum 1c and ½c. Flaxseed, 1% and maximum and minimum of 2½c and 2c. Millstuffs, speltz and ground feed, 50c a ton. Screenings, 25c a ton, hay 75c a ton, with minimum of \$7.50 a car, and buckwheat 2% of gross proceeds.

Leonard Bostwick, formerly office mgr. for the Tenney Co. and more recently mgr. for Hallett & Carey, will have charge of the government office at this market.

MISSOURI

Lewistown, Mo.—Frank Hanna has purchased the grain business of A. P. Potter & Co.

Kahoka, Mo.—An elvtr. and lumber yard at this station burned Aug. 13 with a loss of \$30,000.

Freeman, Mo.—The Beck & Park Grain Co., H. T. Park, mgr., has bot the grain business of Alexander Glass.

Plattsburg, Mo.—R. V. Seward & Sons will take over the business of Chas. Davis, who will be supt. of their local business.

Lees Summit, Mo.—E. R. Thompson has bot the property of the Lees Summit Mill & Implement Co. Repairs are now being made.

Ferrelview, Mo.—Robt. R. Clark, of St. Joseph, and not the Aunt Jemima Mills Co., has bot the elvtr. of the J. L. Frederick Grain Co.

Fawcett, Mo.—Robt. R. Clark, of St. Joseph, and not the Aunt Jemima Mills Co., has bot the elvtr. of the J. L. Fredricks Grain Co.

Camden Point, Mo.—The new owner of the J. L. Frederick Grain Co.'s elvtr. is Robt. R. Clark of St. Joseph, and not the Aunt Jemima Mills Co. as previously reported.

St. Joseph, Mo.—Work was started Aug. 7 on pouring concrete for the foundation slabs of the 16 grain tanks, which are being added to the elvtr. of the St. Joseph Public Elvtr. Co.

Aullville, Mo.—We have opened a branch at this place with a full line of flour and feed, and are buying quite a lot of wheat. We have not opened a branch at Higginsville as was reported.—J. S. Klingenberg & Son, Concordia.

Golden City, Mo.—The recently organized Farmers Supply & Grain Co. incorporated; capital stock, \$10,000; incorporators, C. L. Wilder, H. E. Bishop and W. G. John. A site for an elvtr. has been leased.

Albany, Mo.—We have established an office here with Sam Killam and J. W. Agee in charge. Application has been made to the Burlington for a site and if granted it is our purpose to build an elvtr., of from 15,000 to 20,000 bus. capacity, and make this a shelling station.—Chas. Teale, of Iowa-Missouri Grain Co., Mt. Ayr, Ia.

Vanduser, Mo.—The Sykes-McMullen Grain Co.'s elvtr. burned on the morning of Aug. 10 with a loss of nearly \$15,000. The building was entirely destroyed and will be rebuilt immediately. The day before a fire in the cupola did about \$350 damage and it is presumed the second fire was started by smoldering embers of the first fire. The first fire was started by sparks from the power plant entering the cupola thru an open window a short time after a cob fire was started under the boiler.

The following have applied for membership in the Missouri Grain Dealers Ass'n: Edw. F. Robins, St. Charles; F. H. Keuck & Son, Creighton; Metcalf & Dingle, Palmyra; Lilborn Grain Co., Lilborn; Anderson Grain Co., Commerce; H. Hammersmeyer, Old Monroe; Farmers Elvtr. Co., Adrian; Otterville Elvtr. Co., Otterville; Marshall Hall Grain Co., St. Joseph; Fortescue Grain Co., Fortescue; Gunnell-Windel Grain Co., St. Joseph; Northrup Mlg. Co., Platt City; Cockrill Grain Co., Platt City; H. E. Combs, Forest City; Gower Grain & Coal Co., Gower; Holdridge Grain Co., St. Joseph; Clarksdale Elvtr. Co., Clarksdale; E. Lowitz & Co., St. Louis; Farmers Elvtr. Co., Purdy; Deepwater Mill & Elvtr. Co., Deepwater; Beach-Wickham Grain Co., St. Louis; Musselman Grain Co., Jamesport; D. H. Clark & Sons, Gault; Christian Bros. Merc. Co., Rockport, and Ove Gorrell, Dresden.

La Plata, Mo.—The elvtr. of H. G. Rayner & Son burned recently, together with about 800 bus. of oats and 800 bus. of corn. Loss, \$5,000. The fire is thot to have been caused by defective wiring. The elvtr. will be rebuilt at once.

KANSAS CITY LETTER.

W. G. Hazeltine, for many years active in the grain trade here, has removed to Seattle, Wash.

R. C. Kemper, mgr. of the wheat dept. of the Kemper Mill & Elvtr. Co., has left for the training camp at Nevada.

The directors of the Board of Trade passed a resolution Aug. 22 prohibiting further trading in September wheat here after Aug. 28.

F. G. Crowell, vice-pres. of the Hall-Baker Grain Co., is the first man of this city to be appointed as an active member of the Hoover food administration.

The directors of the Board of Trade adopted a resolution Aug. 9 prohibiting future speculative trading on the market in December and May corn except to close up existing contracts. This rule, which will be effective until further action is taken, does not stop cash trading.

E. D. Bigelow, sec'y of the Board of Trade, issued the following statement Aug. 21: The strike of the men employed by the elvtr. operators here having been settled, the rules pertaining to Kansas City weights, which were suspended for the time of the strike, are now in force.

T. J. Templer, former member of the Board of Trade and one of the most prominent grain men in the southwest, died Aug. 7 at Hutchinson, Kan. For many years he was head of the Kansas Grain Co. and for the past few months was in the grain business at Hutchinson.

ST. LOUIS LETTER.

The Merchants Exchange on Aug. 16 resolved to take no action regarding restricting trading in corn and oats futures.

The Merchants Exchange passed a resolution Aug. 16 prohibiting trading in wheat futures on this market after Aug. 25.

D. W. Clifton, of the Nanson Commission Co., was knocked down recently by an automobile. He was badly bruised but not seriously injured.

Herman A. Von Rump has resigned as traveling solicitor for the Seele Bros. Grain Co. and will engage in the grain business on his own account about Sept. 1.

Frank P. McClellan, formerly of the Eaton-McClellan Commission Co., who is now located at Minneapolis, Minn., has presented his membership certificate to the Merchants Exchange for redemption.

Edward M. Flesh, who has been active mgr. of the C. A. Albers Commission Co. and the elvtrs. operated by the company, has been appointed to represent H. C. Hoover in the St. Louis market. He has closed out his grain and elvtr. interests in order to devote his full time to his duties.

MONTANA

Ft. Benton, Mont.—The Imperial Elvtr. Co. is building an elvtr.

Fromberg, Mont.—The Occident Elvtr. Co. has completed its elvtr. at this station.

Lohman, Mont.—A. S. Lohman is constructing an elvtr. of 35,000 bus. capacity.—X.

Roundup, Mont.—The Farmers Elvtr. Co. has increased its capital stock from \$10,000 to \$25,000.

Sunburst, Mont.—S. D. McCrea has completed the elvtr. for which he let contract to L. D. Wait.

Conrad, Mont.—P. J. Anderson is erecting a small elvtr.—R. R. Corry, agt., Greely-Schmidt Elvtr. Co.

Dooley, Mont.—The recently incorporated Equity Elvtr. & Trading Co. has bot the elvtr. of Lee Munson.

Hingham, Mont.—Carter Pendergast, formerly mgr. of the Farmers Elvtr. Co., has removed to McCanna, N. D.

Twin Bridges, Mont.—William Ruppel, Sr., has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Belfry, Mont.—The Occident Elvtr. Co. will build an elvtr. on the Montana, Wyoming & Southern Ry., to handle the fall crop.

Reserve, Mont.—I have been working for the Montana & Dakota Grain Co. since Aug. 1.—Jas. Nelson, formerly at Lansford, N. D.

Loma, Mont.—I am now with the Greely-Schmidt Elvtr. Co.—John Steinkopf, formerly mgr. Kellogg Commission Co. at Fortuna, N. D.

Livingston, Mont.—The name of the Park County Mlg. Co. has been changed to the Park Mlg. Co.—M. L. Bateman, pres. and general mgr.

Valier, Mont.—Martin Sutfin is now in charge of the elvtr. of the Gallatin Valley Mlg. Co., succeeding E. E. Barr, who has been drafted in the army.

Rapelje, Mont.—G. W. Wilcox is pres. and S. Gudmunson, sec'y, of the Farmers Elvtr. Co., which will build a 40,000-bu. elvtr. on the Northern Pacific.

Antelope, Mont.—The Farmers Grain & Shipping Co. has offered to sell its 2 elvtrs. here to the Progressive Farmers Club, which now operates elvtrs. at Plentywood, Archer and Midby.

Great Falls, Mont.—The Armour Grain Co., a New Jersey corporation with principal offices in Chicago, Ill., has filed articles of incorporation here and appointed E. C. Prescott as agt. The capital stock is \$1,000,000.

Poplar, Mont.—B. Frank Stone has resigned as mgr. of the Equity Co-operative Ass'n to become first ass't in the grain marketing division of the U. S. Dept. of Agriculture at Washington, D. C. Lee M. Tinker has succeeded him here as mgr.

Plentywood, Mont.—John Somers, for several years grain buyer for the Montana & Dakota Grain Co., will buy grain for the Progressive Farmers Club, succeeding A. M. Hagen, who will buy grain this year at Archer. John Vesterby has been re-elected pres. and general mgr.

NEBRASKA

Funk, Neb.—The elvtr. of Win. Bruce is being painted.

Beatrice, Neb.—Black Bros. are building additional storage space at their plant.

Superior, Neb.—T. O. Merchant, grain broker of this city, is now in the army.—B.

Clay Center, Neb.—Mr. Eller, of Trumbull, is now mgr. of the Farmers Elvtr. Co.

Big Spring, Neb.—The Farmers Elvtr. Co. will build a 20,000-bu. elvtr. soon.—X.

Oakdale, Neb.—Walter T. Scott is now employed at the elvtr. of the Torpin Grain Co.

Lexington, Neb.—The Lexington Mill & Elvtr. Co. has painted and remodeled its office.

Springfield, Neb.—G. A. Bates and Ed Dowd are now operating the south elvtr. at this station.

Sholes, Neb.—Chas. Schneider and W. Van Camp, of Verdigre, have bot the elvtr. of J. L. Davis.

Hansen, Neb.—F. M. Frink, agt. of the Platte Grain Co., has been transferred to Pine Bluffs, Wyo.

Tekamah, Neb.—The Holmquist Grain & Lumber Co. is installing a 10-h. p. electric motor in its elvtr.

Monroe, Neb.—The Farmers Ass'n has installed a new and larger automatic scale to replace the old one.

Dixon, Neb.—The McCaull-Webster Elvtr. Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Venango, Neb.—The Spelts Grain Co., of Sterling, Colo., has completed plans for the erection of an elvtr. here.

Enola, Neb.—The T. B. Hord Grain Co., of Central City, has bot the elvtr. and grain business of Renner & Stork.

Raeville sta. (no p. o.), Neb.—The Crowell Lumber & Grain Co., of Omaha, will build a large elvtr. at this station.

Holstein, Neb.—Geo. Fisher is putting a new shingle roof on his elvtr., which was damaged during a recent hail storm.

Lorton, Neb.—The Farmers Union will take down its old elvtr., which it purchased last year, and build a new house.

Randolph, Neb.—D. S. Lord is installing a 10-h. p. electric motor in his elvtr., but will retain his gas engine for emergency use.

Lexington, Neb.—The Farmers Elvtr. Co. is building a warehouse, with a concrete foundation, for the storage of coal and grain.

Aurora, Neb.—The office of the Aurora Elvtr. Co. was entered by thieves recently and a check protector and grain tester stolen.

Rising City, Neb.—C. B. Barker has installed a large kerosene engine in the elvtr., which he is building to replace his burned house.

Coleridge, Neb.—C. E. Gallagher is now mgr. of the Holmquist Lumber & Grain Co. and H. W. Kaufman is agt. of the Crowell Lumber & Grain Co.

Atlanta, Neb.—Charles Parker, of Kene-saw, is now mgr. of the Rector Elvtr., succeeding C. E. Doty, who resigned on account of failing health.

Bushnell, Neb.—E. J. McKinnon is pres. and I am mgr. of the Farmers Union Ass'n which has bot the elvtr. of the Bushnell Grain Co.—J. G. Nygren.

Winnebago, Neb.—The Holmquist Grain & Lumber Co. is building a 15,000-bu. elvtr., which it will operate in connection with its present 13,000-bu. house.

Geneva, Neb.—I have sold all my elvtrs. to the B. Koehler Grain Co. These houses are located at this place, Strang, Bruning, Belvidere and Shickley.—J. Delaney.

Valparaiso, Neb.—The Middle elvtr. is being repaired and put in first-class condition for the fall grain movement. It will be given a new coat of yellow paint.

St. Edward, Neb.—We have repaired and remodeled to some extent the elvtr., which we took over July 30 from the Trans-Mississippi Grain Co.—Farmers Union Ass'n.

Bennett, Neb.—Work was commenced Aug. 13 on an up-to-date 18,000-bu. elvtr. for our company. G. H. Birchard has the contract.—John Higginbottom, mgr. Farmers Elvtr. Co.

Lincoln, Neb.—The Anderson & Johnson Grain Co. has purchased the local business of the George A. Roberts Grain Co. and will continue it at the old location in the Terminal Bldg.

Cedar Rapids, Neb.—The T. B. Hord Grain Co. has installed a new motor to replace the old gas engine, which one day last week went into about a thousand pieces. I. B. Flinn is in charge of the elvtr.—C. H. Eckery, mgr. Cedar Rapids Elvtr. Co.

Lincoln, Neb.—The second meeting to organize the Nebraska Grain Dealers Ass'n will be held Sept. 4, the second day of the state fair, at the Lincoln Hotel at 2:30 p. m. The Wilsey Grain Co. is actively promoting the new ass'n and will welcome the co-operation of other dealers in getting started.

Petersburg, Neb.—The large elvtr., recently purchased by the Crowell Lumber & Grain Co., will soon be taken down. One of the wings will be attached to another elvtr. owned by the company and the balance will be shipped to Raeville sta. An office will be built on the site of this elvtr. for E. Schnell, agt. of the company.

Kimball, Neb.—We sold our elvtr. to the Farmers Union Co-operative Ass'n, of which Geo. A. Ernst is pres. The new firm took possession Aug. 1 and will erect coal sheds at once to handle coal together with other side lines. E. W. Peterson will continue as mgr. of the grain business. We retain our lumber business.—Farmers Lumber & Grain Co.

Fairmont, Neb.—The Fairmont Grain Co. is making extensive repairs on its elvtr. The building is being resided, repainted and additional doors and windows are being put in.

Cedar Rapids, Neb.—The Cedar Rapids Elvtr. Co. on July 1 changed its articles of incorporation and by-laws, adopting the patronage plan, which so far is meeting with success. Many new members were taken into the company.—C. H. Eckery, mgr.

Beatrice, Neb.—We have succeeded the Dobbs Grain Co., which dissolved partnership July 10, and operate elvtrs. at this place, Virginia, Tate and Armour, with headquarters at Beatrice. We also operate elvtrs. at Dunavant and McLouth, Kan., with the main office at McLouth.—John A. Dobbs Grain Co.

OMAHA LETTER.

The Grain Exchange Clearing Ass'n announced Aug. 15 that effective immediately no trades would be made in wheat for future delivery other than to close existing contracts.

The United States Commission Co., Wm. R. Righter, mgr., with offices in the Grain Exchange Bldg., has suspended its grain commission business. Creditors have put in claims amounting to \$200,000, with about 20% secured.

We recently employed Bert E. Simpson, formerly with E. W. Wagner & Co., at Sioux Falls, S. D., to take charge of our future business. O. E. Harris has been with our company for 15 years.—Trans-Mississippi Grain Co.

The Fisher-Rothschild Grain Co. has been organized to engage in the grain merchandising and commission business here. C. V. Fisher of Kansas City is pres., Emil Rothschild, vice-pres., and Julian Scott, sec'y-treas. Mr. Scott, who will have active charge of the business, has severed his connection with the Flanley Grain Co., with whom he has been for some time, having been located at Milwaukee, Wis., Sioux City, Ia., and Sioux Falls, S. D. Previous to that time he was with the C. V. Fisher Grain Co. at Kansas City, and he was also with the Terminal Elevators at the latter market for about 6 years. The new firm expects to open its office in the Omaha Grain Exchange about Sept. 1.

NEW ENGLAND

Worcester, Mass.—The Cheney Grain Co. incorporated; capital, \$6,000. Incorporators: E. A. Garland, pres., Ernest G. Copp, treas., and J. B. Garland.

Waterville, Me.—The Merrell & Mayo Co. has enlarged its plant. The Batchelder Mfg. Co. is building a flour mill.—G. A. Kennison Co.

NEW JERSEY

Camden, N. J.—Taylor Bros. will install a Hall Signaling Grain Distributor in their elvtr.

NEW YORK

Manhattan, N. Y.—Morrow & Co. incorporated to handle grains, cereals and flour; capital stock, \$250,000; incorporators, J. T. Grieve, D. Nicholson and M. R. Stacy.

BUFFALO LETTER.

The Corn Exchange has again taken over the weighing of grain received by lake.

The Natural Mfg. Co. incorporated; capital, \$25,000. Incorporators: Wm. J. Cant, Buffalo, and F. H. Brost and H. Earle, Lancaster.

The Pioneer Hay Co. incorporated to deal in grain and grain products; capital stock, \$25,000; incorporators, John W. Van Allen, George B. Barrell, of this city, and Wm. R. McConnell, of Hamburg, N. Y.

NEW YORK LETTER.

Henry Leverich has resigned as local representative of the Hall-Baker Grain Co. and will hereafter act as representative on the Produce Exchange of the Wheat Export Co., Inc.

Edward D. Winslow, of the grain exporting firm of Northern Overseas Trading Co., T. Kliatschko, of Nordisk-Oversaisk Handelsselskab, Copenhagen, Denmark, and Herbert B. Tasker have applied for membership in the Produce Exchange. Joseph M. Murphy, representing the Grain Products Sales Co., has been admitted to membership.

NORTH DAKOTA

Gilby, N. D.—The elvtr. of the Monarch Elvtr. Co. is being remodeled.

Grenora, N. D.—Frank J. Stanton has bot an interest in the elvtr. at this station.

Bowman, N. D.—George Elgar is now mgr. of the Bowman Equity Exchange.

Edinburg, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Woodworth Elvtr. Co.

Valley City, N. D.—The Farmers Elvtr. Co. has purchased a Boss Air Blast Car Loader.

Underwood, N. D.—H. O. Jenny is no longer mgr. of the elvtr. of McGray & Kjelstrup.

Solen, N. D.—Miss M. N. Klein is now mgr. of the elvtr. of the Farmers Equity Exchange.

Pisek, N. D.—The Pisek Roller Mill Co. has opened its plant, which had been closed for some time.

Edmunds, N. D.—A. D. Busch, formerly agt. of the Occident Elvtr. Co., is now located at Flasher.

Rawson, N. D.—Fred Rector has bot the Rawson Elvtr. and is remodeling it into an up-to-date house.

Voltaire, N. D.—M. C. Anderson, formerly agt. of the Osborne-McMillan Elvtr. Co., has removed to Colgan.

Fortuna, N. D.—John Steinkopf, formerly mgr. of the Kellogg Commission Co. here, is now located at Loma, Mont.

Ypsilanti, N. D.—Martin Jacobson has re-opened his 30,000-bu. elvtr., which has been closed for several months.

Hamburg, N. D.—E. A. Harseim, formerly mgr. of the Farmers Elvtr. Co., is now mgr. of H. C. Scheer & Son.

Anamoose, N. D.—The recently incorporated Farmers Co-operative Grain Co. will purchase and operate an elvtr. here.

Odessa, N. D.—Christ Neuman is mgr. of the elvtr. and feed business of the recently incorporated Slope Grain Co.

Plaza, N. D.—We will operate our elvtr. only part of the time as crops here are a complete failure.—Plaza Equity Elvtr. Co.

Walhalla, N. D.—The Co-operative Elvtr. Co. is now operating the elvtr. which it purchased from the Walhalla Roller Mill Co.

New Leipzig, N. D.—I am in charge of the elvtr. and feed business of the recently incorporated Slope Grain Co.—F. H. Dettloff.

Hamilton, N. D.—C. E. Brown, formerly agt. for the International Elvtr. Co. at Edmore, is now agt. for the company at this place.

Benedict, N. D.—I am with the newly organized Farmers Equity Elvtr. Co.—G. E. Yonker, formerly agt. Minnekota Elvtr. Co., Max.

Ayr, N. D.—I have entered the service of the International Elvtr. Co., of Duluth, Minn.—F. R. Lynch, formerly at Grand Forks.

Elgin, N. D.—J. N. Haugen is in charge of the recently acquired elvtr. of the Slope Grain Co. Coal is being handled in connection.

Heil, N. D.—Erick Slovarp is mgr. of the elvtr. of the recently incorporated Slope Grain Co. Coal is being handled in connection.

Glenburn, N. D.—The recently organized Co-operative Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, E. P. Keefe, Lansford, J. F. Sharp and John Hake, of this place. The company will take over the elvtr. of the Farmers Elvtr. Co.

Regent, N. D.—P. H. Sothman, for the last 3 years mgr. of the Independent Elvtr. Co., at Cogswell, has become mgr. of an elvtr. here.

Minto, N. D.—The Grain Growers Co-operative Elvtr. Co. is painting its elvtr. O. Johnson, of Langdon, has been employed as mgr.

Munster sta. (New Rockford p. o.), N. D.—F. Harry Dunham has been retained as grain buyer for the Equity Elvtr. Co. for the ensuing year.

Minot, N. D.—The Farmers Elvtr. Co. has built a 28x40 ft. steel clad warehouse and will handle twine, coal, flour and feed.—Siver Soine, mgr.

Hunter, N. D.—J. W. Brenner has been retained as agt. at the elvtr. which B. C. Crangle, of Minneapolis, Minn., took over from A. O. Cornwell.

Wimbledon, N. D.—James Hayes has been employed as mgr. of the Frazier Elvtr. & Supply Co. The company has let contract for a new elvtr.

Clifford, N. D.—A. Nelson is the new agt. of the Cargill Elvtr. Co. The Farmers Elvtr. Co. has just completed a cement driveway.—G. H. Bristol, mgr.

Aneta, N. D.—W. T. Cameron, formerly mgr. of the Farmers Elvtr. Co., has purchased the elvtr. of A. O. Cornwell and will operate it on his own account.

New Rockford, N. D.—Ely Harris is the new agt. of the Ely-Salyards Co., succeeding Clement Wiemals, who resigned after acting as grain buyer for 3 weeks.

Mandan, N. D.—Samuel Unkenholz, aged 53 years, died suddenly Aug. 17 from heart disease. Until last year he was vice-pres. of the International Grain Growers Ass'n.

Battle View, N. D.—The Farmers Elvtr. & Trading Co. is building a new office, installing a new engine and cleaner, and putting in a double leg.—H. E. Wicklund, mgr.

Hartland, N. D.—The Browns Valley Elvtr. Co. is building a new elvtr. The Hickok Construction Co. is doing the work. J. L. Williams, mgr., Farmers Co-operative Co.

Benedict, N. D.—The reorganized Equity Elvtr. & Trading Co. has bot the elvtr. of G. B. Martin and a 15 h.p. engine and electric light system have been installed in the plant.

Fordville, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Woodworth Elvtr. Co. Ole Aafedt, who has been agt. of the Northland Elvtr. Co., will be mgr. for the new company.

Makoti, N. D.—The recently incorporated Slope Grain Co. has an elvtr. here and will handle feed in connection. The mgr. has not been chosen as yet.—F. H. Dettloff, mgr. at New Leipzig.

Sykeston, N. D.—Lightning recently struck the elvtr. of the Occident Elvtr. Co. Four men sleeping in the driveway received a severe shock when the bolt struck the roof and went to the floor.

Elizabeth sta. (Fingal p. o.), N. D.—Mr. Franklin, of Underwood, succeeded me Aug. 20 as agt. of the Dodge Elvtr. Co. here and I am now out of the grain business.—Chas. F. Easton, Tower City.

Bantry, N. D.—The Co-operative Elvtr. Co. incorporated; capital, \$25,000; incorporators, T. E. Fox, M. H. Scheuermann and N. J. Monahan. The company has taken over the business of the Farmers Elvtr. Co.

Napoleon, N. D.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, Ole Nelson, Peter Weber, and others. The company will build an elvtr. and handle seeds, flour, salt, fuel, twine, machinery and building material in connection.

Bismarck, N. D.—J. N. Haugen, of Elgin, is pres. and C. B. Nupen, of Bismarck, sec'y and treas. of the recently incorporated Slope Grain Co., which has a capital stock of \$100,000. The company owns and operates 5 elvtrs. at Elgin, Heil, New Leipzig, Odessa and Makoti.—F. H. Dettloff, New Leipzig.

Timmer, N. D.—The recently incorporated Farmers Grain Co. has succeeded the Bingenheimer Mercantile Co. George H. Bingenheimer is pres. and A. K. Krueger, general mgr. of the company.

Souris, N. D.—We have installed a 10-h.p. engine and a cleaner in our elvtr. here and also at Roth. The St. Anthony & Dakota Elvtr. Co. has built coal sheds here in connection with its elvtr.—W. E. Idler, agt. Winter-Truesdell-Ames Co.

Hartland, N. D.—We will build a new office. At our recent meeting James Johnson was re-elected pres., R. L. Johnson vice-pres., I. A. Canton sec'y-treas., and I was retained as mgr.—J. L. Williams, mgr., Farmers Co-operative Elvtr. Co.

Grand Forks, N. D.—The office of Charles E. Lewis & Co., which has been in operation for 25 years, is now closed and the business will be discontinued on account of the ban on future trading. Adolph J. Ilstad, mgr., is taking a 2 months' vacation.

Blabon, N. D.—A. O. Cornwell has sold his elvtr. at this station. We will build 20x60 ft. coal sheds, with 4 bins, to handle hard and soft coal. Our elvtr. is being repainted and generally overhauled. A new foundation is being placed under it.—J. C. Walters, mgr. Farmers Elvtr. Co.

Griffin, N. D.—We will build an up-to-date elvtr. at once to replace our house, which burned July 31. A spark from a passing locomotive set fire to the elvtr. of the Bowman Equity Exchange and it set fire to our elvtr., which contained no grain. Our loss is covered by insurance.—Western Lumber & Grain Co.

Halliday, N. D.—The recently organized Halliday Grain Co. incorporated; capital stock, \$13,000; incorporators, Ort Lingenfelter, pres., Albert Strand, vice-pres., and W. M. Wimmer, sec'y-treas. The company has bot the elvtr. of the Powers Elvtr. Co. and A. H. Braaten, who was agt. for the Powers Elvtr. Co., is now mgr.

Fargo, N. D.—The state of North Dakota is issuing daily to farmers as well as line companies from 100 to 125 licenses, which authorize the applicant to buy and grade grain and seeds under the grade rules and regulations furnished for his guidance by the state inspector of grades. All disputes between the buyer and the seller over the correct grades and dockage must be submitted to the state inspector. The state grain inspector's office will from time to time call on every licensed buyer for samples of grain taken from farmers' wagons, giving the grade, dockage and variety, also the farmer's name and post-office address.

Bismarck, N. D.—The supreme court on Aug. 20 handed down an opinion upholding the constitutionality of the state's new grain grading act as regards all the features, except the provision for charging a fee of 25% in excess of the amount required to finance operations of the act, the surplus to be used for creating a fund for building terminal elvtrs. The court held, however, that the unconstitutionality of this feature does not prevent the fixing of a fee sufficient to provide funds necessary for the operation of the act, under which Dr. E. F. Ladd as chief inspector is appointing a corps of 2,200 deputy inspectors, one for every elvtr. in North Dakota.

OHIO

Payne, O.—We will erect a concrete elvtr. in the near future.—Brady Bros.

Hoytville, O.—The Hoytville Grain Co. has installed a Western Sheller in its elvtr.

Van Wert, O.—The Equity Elvtr. Union is looking for a site on which to erect an elvtr.

Mt. Sterling, O.—The elvtr. of the Rife & Morris Co. was slightly damaged by a recent fire.

Omar, O.—The Irvin T. Fangbner Co. will remodel its elvtr. and increase the capacity.

West Manchester, O.—We have sold our elvtrs. here and at Castine and are now operating only the elvtr. at West Sonora.—J. & J. Leas.

Bellevue, O.—The Irvin T. Fangbner Co. will rebuild and enlarge its elvtr. at this point.

Bellefontaine, O.—The Colton Bros. Co. has increased its capital stock from \$50,000 to \$100,000.

Caledonia, O.—Day, Williams & Co. will install a Boss Air Blast Car Loader in one of their elvtrs.

Whiteville, O.—The Whiteville Elvtr. Co. incorporated; capital, \$25,000, Incorporator: M. F. Fairbanks.

Belle Center, O.—The Belle Center Hay & Grain Co. has purchased a Boss Air Blast Car Loader.

Defiance, O.—The Farmers Co-operative Co. has increased its capital stock from \$25,000 to \$40,000.

Lilly Chapel, O.—The new up-to-date elvtr. of Farrar & Wood has been completed and placed in operation.

Marysville, O.—A large quantity of dynamite was found Aug. 9 near the elvtr. of Spurrier Bros., on the Ohio Central.

McGill, O.—We will build a concrete elvtr. here to replace the one, which burned last April.—Brady Bros., Payne.

Marion, O.—J. J. Curl and John G. Stark operating an elvtr. as Curl & Stark, and J. R. Ruffing, on Aug. 15 bot the elvtr. of Ruffing & Missler, which Mr. Ruffing has been conducting. They will operate as the Marion Hay & Grain Co. Mr. Missler, who lives at Bellevue, will retire from the business.

CINCINNATI LETTER.

The Feger Grain Co. is defendant in a suit brot by the Michigan Milling Co., of Ann Arbor, Mich., to recover \$12,853 damages on a contract under which 221 carloads of beans were purchased by plaintiff for account of defendant. Defendant failed to fulfill the contract, and it was agreed that 118 carloads should be resold, plaintiff alleges.

For the purpose of expediting the clearance of grain and hay traffic at this point on Aug. 17 Chief Grain Inspector George F. Munson and Traffic Mgr. G. M. Freer, of the Chamber of Commerce, met with the supts. of the various railroads entering Cincinnati. The principal recommendations of the railroads were that all cars of grain and hay be inspected in the outer yards instead of being brot into the congested downtown district, and also that the Inspection Dept. of the Chamber of Commerce continue its inspections thruout the day, instead of in the morning only, as is the general practice.

To make the rule of the Grain & Hay Exchange of the Chamber of Commerce on intrastate business conform with the federal regulation on interstate business, on Aug. 17 it promulgated the following rule on dockage: On all sales of wheat, on track in elvtr. in sacks, or to arrive, when such wheat is sold by grade only or by both grade and sample, the dockings as indicated by the federal certificate of inspection shall be deducted from the gross weight without payment for said dockage. This rule to be in force on and after Aug. 17, 1917, but nothing in this regulation shall be construed as applying to wheat which is sold by sample.

TOLEDO LETTER.

By order of the Board of Directors Aug. 15 all dealings and quotations on wheat for future delivery on the Produce Exchange are suspended Aug. 25.

Edwin L. Camp has been elected pres. and general mgr. of the Toledo Grain & Mlg. Co., succeeding his father, D. W. Camp, who died recently. Jesse D. Hurlbut, son-in-law of D. W. Camp, is the new sec'y and treas. of the company.

Daniel W. Camp, Sr., a member of the Toledo Produce Exchange and pres. and gen'l mgr. of the Toledo Grain & Mlg. Co., died suddenly Aug. 9. He was one of the oldest and most popular members of the exchange, having come to Toledo in 1889 from Warren, O., where he had been engaged in the milling business.

We have been doing a great deal of re-pairing and rebuilding at a cost of \$40,000. We doubled the conveyor handling capacity which takes grain from vessels and cars into tank storage and have doubled the return conveyor equipment for reloading. These conveyors are 380 ft. in length. A 20x50 ft. dust house, built of concrete and iron, and connected with 4 cleaner machines was constructed. The power in the plant was changed from steam to motors and other minor improvements were made. —W. A. Boardman, sec'y-mgr. East Side Iron Elvtr. Co.

OKLAHOMA

Cherokee, Okla.—E. A. Jones is building an up-to-date elvtr.

Ardmore, Okla.—An elvtr. and warehouse will be erected on the Rock Island.

Verdon, Okla.—Geo. E. Estes, who formerly operated an elvtr. here, is now located at Ft. Cobb.

Yukon, Okla.—Virgil M. Burnett, of Chattanooga, has secured a position with the Yukon Mlg. & Grain Co.

Enid, Okla.—C. E. Munn, federal supervisor of grain inspection, has been transferred from Oklahoma City to this place.

Newkirk, Okla.—The Farmers & Consumers Mlg. Co. has been organized to build and operate an elvtr. and 750-bbl. mill.

Hooker, Okla.—D. T. Wadley is in charge of the elvtr. which we recently got from the Bolin-Hall Grain Co.—C. M. Light Grain Co., Tyrone.

Tyrone, Okla.—The elvtr., which we recently purchased from the Bolin-Hall Grain Co. is closed at present but we intend to open it soon.—C. M. Light Grain Co.

El Reno, Okla.—Geo. L. West has brot suit against the Lawton Grain Co. for \$1,062.50 for grain, which the agt. of the company neglected to pay for. While West was attempting to get a settlement, the car, containing the grain, was attached to a freight train and shipped out.

Oklahoma City, Okla.—Grain dealers are requested to write immediately to Professor M. A. Beeson, state agronomist of the A. & M. College at Stillwater, Okla., advising him how much and what kind of seed wheat has been accumulated, as he will send out circulars to county agents informing them where seed wheat can be obtained and at what price.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

McAlester, Okla.—The failure of H. C. Clough, night watchman, to substantiate his statement that he extinguished an incendiary fire at the plant of the McAlester Grain & Elvtr. Co. Aug. 10 after exchanging shots with a fleeing man, resulted in his arrest late Aug. 11 on a charge of attempted arson. It was Clough, also, according to reports, who at the risk of his life, snuffed out the fuse attached to several sticks of dynamite under the Magnolia Petroleum Co.'s tanks early that week. No direct evidence against Clough has been adduced. County Attorney Monk will conduct an investigation. According to Monk's statement, Clough is suspected of having attempted to scare property owners into employing him as watchman. A two-gallon can of lubricating oil had been emptied under a door of the mill by means of a tobacco can used as a trough and a lighted splinter of wood shoved under the door. A sign found near the mill indicated the fire had been started by friends of arrested draft resisters who threatened to "burn the town" if the objectors were not released.

OREGON

Pendleton, Ore.—E. H. Hanson, of McMinnville, is now in charge of the new up-to-date elvtr. of the Union Grain Agency Co.

Carlton, Ore.—The Johnson Elvtr. has been remodeled to handle grain in bulk. A long spout has been run midway up the elvtr. above the warehouse roof, to a convenient point near the railroad sidetrack.

Heppner, Ore.—J. W. Johnson is building 3 elvtrs., of 100,000 bus. capacity each, in this vicinity.

Enterprise, Ore.—Work has been started by the Wool Growers Warehouse Co. on an elvtr. at this place.

Harrisburg, Ore.—The Northern Grain & Warehouse Co., of Portland, has leased the grain warehouse of the Oregon Electric for one year.

PORTLAND LETTER.

The grading of wheat was discussed at a recent meeting of the Merchants Exchange, but no definite action was taken.

George H. Chilson is now traffic mgr. of the Globe Grain & Elvtr. Co. Frank H. Hocken has succeeded him as grain and live stock agt. of the Oregon-Washington Railroad & Navigation Lines.

The grain section of the Merchants Exchange opened Aug. 16 for the first time since June 15. Deals will be confined to the coarse grain. No transactions will be made in wheat on account of the uncertainty of the disposition of the crop.

The Pacific Grain Co. incorporated; capital, \$250,000; incorporators, Sherman C. Draper, pres., J. P. Hoben and Ralph Wilbur. This company is to handle the business of Max H. Houser, the proceeds of which he has donated to the Red Cross.

At the annual meeting of the Grain Exchange the following officers were elected: Pres., George A. Westgate; vice-pres., N. A. Leach; sec'y-treas., G. M. Russi. The board of trustees is composed of these gentlemen and D. A. Pattullo and Sherman Draper.

The Public Service Com'n has issued an order fixing standards for grain and promulgating rules covering weighing, inspection and storage. The government standards are adhered to and the grading methods and rules are uniform with those in other western states.

PENNSYLVANIA

Pennbrook, Pa.—The warehouse and mill of S. A. Fishburn burned recently with loss of \$6,000.

Philadelphia, Pa.—H. D. Irwin has taken charge of the local government agency for the purchase of wheat, with offices at the Bourse Bldg. On this account the firm of L. G. Graff & Son, in which he was a junior member, has discontinued the grain business until the end of the war.

SOUTH DAKOTA

Roscoe, S. D.—The Equity Elvtr. Co. is being organized.

Beebe, S. D.—The elvtr. at this station is being remodeled.

James, S. D.—The elvtr. of the Empire Elvtr. Co. is being rebuilt.

Naples, S. D.—M. S. Reaney, of Hartford, will become mgr. of an elvtr. here.

Bath, S. D.—E. D. Brewster, of Aberdeen, is the new agt of the Empire Elvtr. Co.

Wessington Springs, S. D.—S. A. Smith, of Mitchell, has become mgr. of an elvtr. here.

Diamond, S. D.—Ely, Salyards & Co. will rebuild their elvtr. that was recently burned.

Sioux Falls, S. D.—E. T. Hansen is no longer with our company.—Cargill Grain Co., Milwaukee.

Conde, S. D.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of Ed Hildebrandt & Co.

Huron, S. D.—The recently incorporated Huron Equity Exchange has bot the elvtr. of F. B. Reese.

Chelsea, S. D.—E. Geist, agt. of the Pacific Elvtr. Co. at Cresbard, has taken charge of an elvtr. here.

Winner, S. D.—Dewey Pont, of Howells, Neb., has accepted a position with the Nye Schneider Fowler Co. here.

Sioux Falls, S. D.—C. H. Thayer & Co. have opened offices in the Security bank building with A. L. Charrlin in charge.

Colome, S. D.—Von Seggern Bros. & Ludden have succeeded Von Seggern Bros. & Tackett in the lbr., grain, coal and live stock business.

Como sta. (Arlington p. o.), S. D.—Farmers have formed a company with the intention of buying the elvtr. of Geo. P. Sexauer & Son.

Sand Lake (Columbia p. o.), S. D.—William Davenport is pres. and Ernest Tollefson, sec'y, of the recently incorporated Equity Elvtr. Co.

Gary, S. D.—E. B. Lewiston has been elected pres. of the Farmers Elvtr. & Supply Co. A new grain buyer will be chosen for the coming year.

Firesteel, S. D.—The Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Frank Cundill, John R. Walsh and others.

Estelline, S. D.—The Eagle Roller Mills Co. has built new approaches to the driveway of its elvtr., with concrete walls and the roadbed of gravel.

Pierpont, S. D.—The Co-operative Elvtr. Co. incorporated; capital stock, \$30,000; incorporators, William H. Cameron, John Tastad and E. Knight.

Dallas, S. D.—The recently organized Farmers Union Elvtr. Co. has let contract for an up-to-date 25,000-bu. elvtr., to be in operation by Nov. 1.

Vayland, S. D.—The Equity Elvtr. Co. has been organized. It has purchased the elvtr. of the Shanard Elvtr. Co. and retained O. Tolman as mgr.

Pierpont, S. D.—The elvtr. of the Pacific Elvtr. Co. was seriously damaged by fire recently, and the Co-operative Elvtr. Co.'s plant was slightly damaged.

Lemmon, S. D.—We are rebuilding our elvtr., making its capacity 40,000 bus. Expect to have it ready for operation by Sept. 1.—Agt., Columbia Elvtr. Co.

Hecla, S. D.—C. E. Griffiths, who has been mgr. of the Farmers Elvtr. Co. at Houghton, will take charge of the elvtr. of J. E. Scott & Co. at this place.

Herrick, S. D.—The Farmers Grain & L. S. Ass'n has been organized. It has purchased and opened for business the 30,000-bu. elvtr. of Caspary & Sons.

Estelline, S. D.—The Farmers Grain Co. is building a new approach to the driveway of its elvtr., which is being put in good condition to handle the fall crop.

Richmond sta. (Aberdeen p. o.), S. D.—W. S. Trask, formerly agt. for the Hawkeye Elvtr. Co. at Hample, N. D., is now mgr. of the Richmond Equity Exchange.

Fairfax, S. D.—John G. Combes, of Langford, has bot the elvtr. of the Trans-Mississippi Grain Co. George F. Parchen, former mgr., will remain with Mr. Combes.

Wolsey, S. D.—Chas. Bormann, formerly agt. of the Atlas Elvtr. Co. at Wessington, has engaged in the grain business on his own account.—Frank C. Domek, mgr. Farmers Equity Exchange, Wessington.

Aberdeen, S. D.—A. D. Neer, formerly mgr. of the Equity Elvtr. Co. at West Point, Neb., has taken a position as traveling representative for the McCaul-Dinsmore Co. for the local branch, which includes South Dakota and part of North Dakota.

Wessington, S. D.—Dan Greig, of Turton, has succeeded me as agt. of the Eagle Roller Mills Co. and O. O. Lund has succeeded Chas. Bormann as agt. of the Atlas Elvtr. Co. Mr. Bormann is now at Wolsey.—Frank C. Domek, mgr. Farmers Equity Exchange.

Ramona, S. D.—The Ramona Elvtr. Co. will install a new cup belt and cups and possibly a grain cleaner. I have succeeded N. Steil as mgr. of this company, which was formerly operated under the name of the Ramona Farmers Warehouse Co. Last year I was with H. M. Schroeder.—D. C. Pederson.

SOUTHEAST

Monticello, Fla.—The Brandon Mlg. & Elvtr. Co. will build an elvtr.

Aberdeen, Miss.—I contemplate engaging in the grain business in this state.—J. B. Chambers.

Dover, Del.—The Northwestern Co-operative Grain Co. has been incorporated with a capital stock of \$1,000,000.

Marianna, Fla.—The Brandon Mill & Elvtr. Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Vicksburg, Miss.—The establishment of a co-operative bonded warehouse for storing and handling this year's grain crop is being discussed.

Harrisonburg, Va.—The Virginia Hay & Grain Corporation incorporated; capital stock, \$30,000; incorporators, F. L. Sublett, pres. and others.

Atlanta, Ga.—Efforts to establish a large elvtr. here are being made by a com'te appointed by the Chamber of Commerce, with W. J. Lowenstein as chairman.

Wilmington, Del.—Dyer & Co. incorporated to do a grain and hay business; capital stock, \$10,000; incorporators, M. L. Rogers, L. A. Irwin and Harry W. Davis.

Petersburg, Va.—The Consolidated Grain Co. incorporated; capital stock, \$100,000; incorporators, I. Val. Parham, pres., W. H. Wils, vice-pres., and A. W. Gray, sec'y.

Jackson, Miss.—The elvtr. and warehouse for R. H. Green are completed and the machinery will be installed as soon as it arrives. Equipment includes a feed mixing outfit, hay mill, refrigerator plant, motors, Weller Machinery and Sprout, Waldron Mills, Kaucher, Hodges & Co. have the contract.

TENNESSEE

Memphis, Tenn.—L. E. Dewey is now associated with John Wade & Sons.

Knoxville, Tenn.—The Security Warehouse & Elvtr. Co. has changed its corporate title to the Security Mill & Feed Co.

Lewisburg, Tenn.—O. T. Bryant, pres. of the Lewisburg Grain Co., has sold his interest in the company and is planning to engage in the grain and hay business at another point.

TEXAS

Kyler, Tex.—The C. B. Cozart Grain Co. has moved its elvtr. from Glazier to this place.

Plano, Tex.—Walter Harvey will be mgr. and Otto Oberle, ass't mgr. of the Plano Grain & Hay Co.

Kyler, Tex.—We have an elvtr. under construction at this place.—North Texas Grain Co., by G. D. King.

Kress, Tex.—The Farmers Mill & Elvtr. Co. incorporated; capital stock, \$6,000; incorporators, D. M. Wood, W. H. Johns and others.

Ft. Worth, Tex.—The Plano Grain & Hay Co., of Plano, has established a branch office here with Herman Harris in charge.

White Deer, Tex.—The Alva Roller Mills, Alva, Okla., has been incorporated in Texas under the name of the North Texas Grain Co.—North Texas Grain Co., by G. D. King.

Amarillo, Tex.—The Amarillo Mill & Elvtr. Co.'s plant has been reopened under the ownership of Tom Ditte and B. B. Sprauce. New machinery has been installed in the mill.

Hamlin, Tex.—The Hamlin Mill & Elvtr. Co. has been incorporated. J. Van Steenwyk is pres., W. O. Beall, vice-pres. and W. E. Hunter, sec'y-treas. Nearly all the stock is owned by the pres. The company will do business at this place and Stamford. Mr. Van Steenwyk will personally have charge of the Stamford office and W. E. Hunter will remain as mgr. of the elvtr. and office here.

Higgins, Tex.—The recently incorporated North Texas Grain Co. has succeeded the Alva Roller Mills. W. M. Collins is mgr. The Loco Grain Co. has succeeded the Texline Grain Co.—X.

Ft. Worth, Tex.—Lee Gallagher, of Chicago, Ill., has established in this city, headquarters of the buro of markets of the Dept. of Agri. for the 28th division. This office will have supervision of grain standards in all of North Texas except for a small portion in the extreme northwestern part of the Panhandle. The district also includes the southern part of New Mexico and Arizona and the western parts of Arkansas and Louisiana. All disputes arising from misunderstandings over the new federal wheat standards act will be settled by Inspector Gallagher, insofar as interstate shipments are concerned. Mr. Gallagher was for 12 years connected with the inspection dept. of the Kansas City Board of Trade.

Let our slogan be: 3,000,000 acres to wheat and a production of 50,000,000 bu. for our 1918 crop. This is not excessive for a great state like Texas. We are producing about 18,000,000 bu. of wheat in spite of very adverse circumstances. We would have produced under normal conditions 30,000,000 bu. In the past eight years Texas has increased her wheat acreage more than 400%. In 1909 Texas was credited with a wheat acreage of 320,000 acres; in 1915 her acreage was 1,475,000 acres. The Panhandle and Plains country alone has shown an increase in wheat acreage from 88,170 acres in 1909, to 550,000 acres in 1915, and approximately 1,000,000 acres in 1917. Present indications are that the Panhandle will plant not less than 1,250,000 acres for her 1918 wheat crop.—Tom F. Connally, pres. Texas Grain Dealers Ass'n.

UTAH

Oxford, Utah.—The Farmers Society of Equity is building an elvtr. which will be completed to handle the grain harvested this year.

WASHINGTON

Roy, Wash.—The elvtr. of the Wilson Co. is nearing completion.

Goldendale, Wash.—The Farmers Union is building a 100,000-bu. elvtr.—X.

Wheeler, Wash.—The Wheeler Union Trading Co. will install a Boss Car Loader.

Alderdale, Wash.—Frank W. Sanders has completed a 100,000-bu. elvtr. and it is in operation.—X.

Omak, Wash.—Mulligan & Burke, of Spokane, have practically completed their large grain warehouse.

West Fairfield, Wash.—A grain warehouse 100x100 with elevating and cleaning equipment is being built by N. B. Keeney & Son.

Fairfield, Wash.—N. B. Keeney & Son are erecting a grain warehouse with elevating and cleaning equipment at a cost of \$20,000.

Winona, Wash.—We are building a 50,000-bu. elvtr. on the O. W. R. & N. and expect to have it completed by Sept. 1.—L. W. Lanning, mgr., Superior Elvtr. Co.

WISCONSIN

Osseo, Wis.—E. Hagen is now sec'y and mgr. of the Farmers Produce Co.

Granton, Wis.—Farmers are organizing a company to buy the elvtr. here or build a new house.

Pound, Wis.—The new 35,000-bu. elvtr. of the Kewaunee Grain Co., of Kewaunee, is nearing completion.

Maplewood, Wis.—The Knauf & Tesch Co. is building an addition and making improvements in its elvtr.

River Falls, Wis.—The Equity Elvtr. & Warehouse Co. has increased its capital stock from \$16,000 to \$25,000.

Antigo, Wis.—John J. Kingsbury, senior member of Kingsbury & Henshaw, grain, flour and feed dealers, died recently.

Beloit, Wis.—The elvtr. of A. Mead was threatened with destruction when the C. M. & St. Paul Depot burned recently.

Emerald, Wis.—Alex Fleming is pres. and R. E. Hoffman mgr. of the recently incorporated Emerald Farmers Exchange.

Wautoma, Wis.—The Walkee Mlg. Co. has bot the plant of the Wautoma Starch Co. and will convert it into an up-to-date elvtr.

Darien, Wis.—Electric power has been installed in the elvtr. and feed mill of Johnson & De Long to replace the old steam plant.

Luxemburg, Wis.—The Luxemburg Mlg. Co. is rebuilding the elvtr. which it purchased from the Cargill Grain Co. and the office is being enlarged.

Truax sta. (Eau Claire p. o.), Wis.—The Eau Claire Elvtr. Co. has bot the elvtr. of the Milwaukee Elvtr. Co. There will be no change in management.

Green Bay, Wis.—The Cargill Elvtr. Co. has just completed the 165,000-bu. elvtr. for which it let contract to the Burrell Engineering & Construction Co.

Oconto Falls, Wis.—The Dodge-Hooker Mills will install a large feed grinding mill, operated by a 25-h. p. electric motor in its elvtr. Leslie Halstead is local mgr.

Pardeeville, Wis.—The T. H. Cochrane Co. has bot the elvtr. which it had been leasing from the Lynch-McKay Co. in connection with its own house. Extensive improvements will be made.

MILWAUKEE LETTER.

Directors of the Chamber of Commerce recommended increases in commission rates which will be voted on Aug. 28.

The board of directors of the Chamber of Commerce voted to cease trading in September wheat futures on Aug. 25.

F. H. Lipinski is now acting as traveling representative of the L. Bartlett & Son Co., with headquarters at Ivanhoe, Minn.

The Atlas Elvtr. Co. and the Stern Mlg. Co. incorporated with combined capital of \$125,000. Incorporators in both cases are Walter Stern, Lee M. Powell and Carl Geilfuss. The corporations are subsidiary to Bernhard Stern & Sons, inc., and have been organized incident to the commencement of operations within a short time of the new 500-bbl. rye mill erected in Milwaukee by the Stern interests.

The following percentages were compiled from the Weighing Department's record of cars reported in a leaking condition on arrival at destination during the months of June and July, 1917: Leaks caused by side and end sheathings being loose at sills, also cracked and broken sheathings, 56%; broken side and end-door posts and door posts loose at sill, 15%; bulged or broken grain doors and spilling over the top of grain doors, 9%; leakage caused by bags being torn and leaking at side doorway, 6%; corner posts of car broken or loose at sill, 4%; leakage at the end doors due to lack of cooping on the inside, 4%; short floor boards, holes in floor and all leakage caused by defective floors, 3%; leakage caused by loose or defective drawbars, 3%.

WYOMING

Pine Bluffs, Wyo.—I have been transferred by the Platte Grain Co. from Hansen, Neb., to this place.—F. M. Frink.

Burns, Wyo.—We had a very successful year and paid 10% dividend besides carrying a very substantial amount to the surplus account. We are planning to build a flour and feed mill to run in connection with our elvtr.—H. L. Noyes, sec'y Farmers Elvtr. & Mlg. Co.

Dwyer, Wyo.—The Community Co-operative Ass'n incorporated; capital stock, \$10,000; incorporators, N. S. Rupp, O. G. Carmichael and others. An elvtr. will be erected and the grain grown by its stockholders will be bot and sold as well as farm machinery, fuel and lumber.

Supply Trade

BLOOMINGTON, ILL.—We are working night and day and as yet have been unable to catch up on orders.—B. S. Constant Mfg. Co.

MILWAUKEE, WIS.—Wade Wilson for many years a flour mill machinery salesman for Allis-Chalmers Mfg. Co. died Aug. 2 at his home in New Brighton, Pa.

SCHENECTADY, N. Y.—The General Electric Co. has just issued a bulletin No. 48900 on "CR-9510 Automatic Solenoid Brakes and CR-9500 Solenoids." Some very interesting data is contained in this thirty-two page bulletin. It will be sent to Journal readers upon request.

INVINCIBLE Packers are demanding attention everywhere. The Cherokee Milling Company, of Cherokee, Okla., will shortly have a line of Invincible Giant Packers in operation. The Denver Alfalfa Milling Company, of Abilene, Kans., have also installed a line of these machines.

WASHINGTON, D. C.—Users of book paper will be pleased to learn that the federal trade commission has ordered proceedings against certain practices of manufacturers. The commission reported to the senate Aug. 21 that the prices of book paper last year were excessive and unwarranted.

THE best salesmen do not "sell a man"—they persuade him to buy. That's the influence an advertisement should have on the reader. You should so present your proposition that when the consumer comes to you he will think he is doing it because of his own cleverness and good judgment.—Mahin Messenger.

ST. LOUIS, Mo.—We believe that country grain shippers who are having trouble getting cars will be interested in learning that we have just secured an especially fine lot of 25-36 60,000 capacity box cars which we are thoroly overhauling to pass M. C. B. and I. C. C. requirements. They are now ready for prompt shipment.—Walter A. Zelnicker Supply Co.

BUYERS of engravings will be pleased to know that the manufacturers of engravings in the United States have adopted a new scale, effective Sept. 1, which will increase the cost of cuts of 5 inches or less 25% over the old advanced scale. This increase is gradually reduced until for cuts of 40 inches or more the price will be the same as under the advanced scale adopted by the engravers trust two years ago. Buyers of engravings who get in their orders in advance of Sept. 1 will have them filled at the old price.

FRANKFORT, IND.—W. S. Moore, partner in the Efficient Erecting Co. while working on an elevator nearby Aug. 9, fell from a scaffold over seventeen feet onto a concrete floor, alighting head foremost. His skull was badly crushed and he died a few hours later. Mr. Moore was engaged in the elevator construction business for many years, for several years he was in partnership with C. A. Drake of this city. After the dissolution of this partnership he joined forces with an Indianapolis contractor, but after a short time felt that his wide acquaintance in building circles warranted his engaging in business by himself. After a few years his business grew to such proportions that he was forced to seek a partner and together with G. H. Craig of Chicago organized the Efficient Erecting Co. Mr.

Moore enjoyed an enviable reputation thruout the trade as an able mechanic and designer and builder of modern grain elevators. He is survived by his mother, wife and five children. His many friends in the grain trade feel keenly his loss. The business of the Efficient Erecting Co. will be continued by Mr. Craig.

The Food Survey Law.

The Food Survey Law, H. R. 4188, approved Aug. 10, is a comprehensive grant of authority to the administration to collect and distribute information on our supplies of food, the furnishing of seeds, control of insects and plant diseases and making appropriations for these purposes. It provides:

Sec. 2. That the Sec'y of Agriculture, with the approval of the President, is authorized to investigate and ascertain the demand for, the supply, consumption, costs and prices of, and the basic facts relating to the ownership, production, transportation, manufacture, storage and distribution of foods, food materials, feeds, seeds, fertilizers, agricultural implements and machinery, and any article required in connection with the production, distribution or utilization of food.

It shall be the duty of any person, when requested by the Sec'y of Agriculture, or any agent acting under his instructions, to answer correctly, to the best of his knowledge, under oath or otherwise, all questions touching his knowledge of any matter authorized to be investigated under this section, or to produce all books, letters, papers or documents in his possession, or under his control, relating to such matter.

Any person who shall, within a reasonable time to be prescribed by the Sec'y of Agriculture, not exceeding thirty days from the date of the receipt of the request, willfully fail or refuse to answer such questions or to produce such books, letters, papers or documents, or who shall willfully give any answer that is false or misleading, shall be guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine not exceeding \$1,000 or by imprisonment not exceeding one year, or both.

Sec. 3. That whenever the Sec'y of Agriculture shall find that there is or may be a special need in any restricted area for seeds suitable for the production of food or feed crops, he is authorized to purchase, or contract with persons to grow such seeds, to store them, and to furnish them to farmers for cash, at cost, including the expense of packing and transportation.

Sec. 8. That for the purposes of this Act, the following sums are hereby appropriated. For the prevention, control and eradication of the diseases and pests of live stock; the enlargement of live stock production; and the conservation and utilization of meat, poultry, dairy and other animal products, \$885,000.

For procuring, storing and furnishing seeds, as authorized by section three of this Act, \$2,500,000, and this fund may be used as a revolving fund until June 30, 1918.

For the prevention, control and eradication of insects and plant diseases injurious to agriculture, and the conservation and utilization of plant products, \$441,000.

For increasing food production and eliminating waste and promoting conservation of food by educational and demonstrational methods, through county, district and urban agents and others, \$4,348,400.

For gathering authoritative information in connection with the demand for, and the production, supply, distribution and utilization of food, and otherwise carrying out the purpose of section two of this Act; extending and enlarging the market news service; and preventing waste of food in storage, in transit, or held for sale; advise concerning the market movement or distribution of perishable products; for enabling the Sec'y of Agriculture to investigate and certify to shippers the condition as to soundness of fruits, vegetables, and other food products, when received at such important central markets as the Sec'y of Agriculture may from time to time designate and under such rules and regulations as he may prescribe: Provided, That certificates issued by the authorized agents of the department shall be received in all courts as prima facie evidence of the truth of the statements therein contained; and otherwise carrying out the purposes of this Act, \$2,522,000; Provided further, That the Sec'y of Agriculture shall, so far as practicable, engage the services of women for the work herein provided for.

3,125,000,000 Bushels of Corn —for 1917—

Some of it—a lot of it—will mature late or not at all and will be sent to driers.

Are You Equipped?

Hess Grain Driers and Hess Out-Door Conditioners

will protect you against loss; will earn big earnings on off-grade stuff —they cost little—sold on 30 days' free trial.

Ask us.

HESS WARMING & VENTILATING CO.

907 Tacoma Building, Chicago

Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks.

Corn Sieves also, conforming with the new rules.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas lined ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

Grain Carriers

MEXICAN railways have reduced freight thruout Mexico 30 per cent on American corn.

AUSTIN, TEX.—The Texas Railroad Commission on Sept. 11 will consider proposed demurrage rules.

THE BILL increasing the membership of the Interstate Commerce Commission from 7 to 9 has been signed by the president.

THE AVERAGE cost of hauling freight on all roads in the United States has been reduced to 7.17 mills per ton mile, the lowest cost on record.

FREIGHT CARS in service on 67 leading railroads of the United States numbered 1,969,732 in 1916, against 2,000,800 in 1914, a decrease of 31,068.

A NATIONAL SHIPPERS Conference will be held Aug. 31 in the Hotel La Salle at Chicago to combat proposed freight rate advances on grain and other commodities.

FOR FAILURE to provide grain cars at Sharon, Okla., the State Corporation Commission on Aug. 16 imposed a \$25 fine on the Wichita Falls & Northwestern Railroad Company.

DO NOT FORGET that the natural shrinkage hearings will be resumed Sept. 18 in the United States Court rooms at Chicago before Examiner Wilson of the Interstate Commerce Commission.

CANADA'S new demurrage rules authorized Aug. 8, went into effect Aug. 20. The rates increase progressively as in the United States until the charge is \$5 for the fifth day and each day thereafter.

THE INTERSTATE COMMERCE COMMISSION has held it unlawful for a carrier to bill interstate freight to points near the boundary of one state and reassign into the next state, to defeat the interstate rates.

THE PROPOSED INCREASES of 2 to 3 cents per 100 lbs. in rates on wheat from Omaha and Kansas City to Jackson and Meridian, Miss., were suspended Aug. 20 by the Interstate Commerce Commission until Dec. 18.

GRAIN RATE refund checks are being sent to shippers by the state corporation commission of Oklahoma. The refunds apply on grain moving over trunk lines in Oklahoma from Sept., 1911, to December, 1912, and amount to \$90,000.

CAR BUILDING facilities are being taken up to some extent by government work, the United States government having ordered 8,997 cars for the American forces in France. The government also has placed orders for 914 locomotives.

ON PETITION of the Alberta Grain Co. the Canadian Railway Commission has ordered that the railroad companies stencil inches in box cars used for the shipment of grain, to promote more efficient loading at points not equipped with weighing facilities.

REPARATION has been awarded the Peirson-Lathrop Grain Co., of Kansas City, Mo., from the C. B. & Q. Railroad Co. for unreasonable charges on wheat shipped from points beyond Kansas City and stored in transit at Leavenworth. The Commission held the rate should not exceed that on wheat milled in transit at Leavenworth.

RATES on barley and beans should be revised is the decision of the Interstate Commerce Commission in Transcontinental Rate Case No. 205, to accord with the long and short haul clause, on movements from the Pacific Coast rail and water thru Galveston to the Atlantic seaboard.

THE INTERSTATE Commerce Commission has dismissed the complaint by the Moore-Seaver Grain Co. against the Union Pacific Railroad Co. for making an alleged unreasonable charge on corn and oats from South Dakota, Iowa and Minnesota to Kansas points, stopped in transit at Kansas City.

AFTER having had an unprecedented volume of traffic for over two years the railroads are finding that business is easing up. The Santa Fe road reports that grain traffic has fallen off 50 per cent and live stock 18 per cent, offsetting increases in other lines to make a net decrease of 4 per cent.

THE CAR SHORTAGE again has been reduced, to 33,776 on Aug. 1, against 77,682 on July 1, 106,649 on June 1 and 148,627 on May 1, altho the movement of cantonment supplies alone occupied 30,000 cars, and the railroads are moving 15 to 20 per cent more freight than a year ago. This has been accomplished by prompt movement of loaded and empty cars, and especially the routing of empties standing idle to the lines that were short.

THREE NEW MEMBERS will be appointed to the Interstate Commerce Commission by President Wilson, making a majority of the new Commission named by him. In giving decisions the work of the examiners will be reviewed by divisions of the Commission consisting of not less than three members. Under the law effective Aug. 9 no increased rate can become effective without the approval of the Commission.

ON PETITION of the Milwaukee Chamber of Commerce the Interstate Commerce Commission has ordered the C. M. & St. P. Railway Co. to establish, on or before Sept. 15, 1917, upon notice to this Commission and to the general public by not less than 30 days' filing and posting in the manner prescribed in section 6 of the act to regulate commerce, and thereafter to maintain and apply, a rule providing for the delivery, without additional charge, from its terminals to the docks of the Great Lakes Transit Corporation at Milwaukee, Wis., of grain accorded transit at Milwaukee so long as such rule is maintained and applied on grain accorded transit at interior points in Wisconsin.

THE EASTERN CARRIERS will publish to become effective Oct. 1, increase amounting to substantially 15 per cent, in the rates on grain, grain products and by-products from Chicago, and other markets to points in eastern trunk line territory (Buffalo, Pittsburgh and east thereof). The same increase will also be applied to the thru rates from points in Illinois and Indiana and from Minneapolis and Duluth, all of the increase accruing to the carriers east of Chicago. Also, it is the intention to establish similar increase in the rates to the gulf. The reshipping rates from Chicago will be 21.5c on domestic and 18c on export grain to Boston; 19.5c and 18c to New York; 17.5c and 17c to Philadelphia and 16.5c both export and domestic to Baltimore.—J. S. Brown, mgr. transportation department, Chicago Board of Trade.

TOLEDO will continue to enjoy its present rates on transit grain at least until Dec. 9, the Interstate Commerce Commission having suspended until that date the new rules of the New York Central effective Aug. 11 covering absorption of switching charges, the effect of which would have been to increase the rates.

UPON complaint of the Dewey Brothers Co., at Blanchester, O., the Interstate Commerce Commission Aug. 9 ordered the Pittsburg, Cincinnati, Chicago & St. Louis Railway Co.; the Norfolk & Western Ry. Co., and the Baltimore & Ohio Southwestern R. R. Co., to reduce their rates on grain and grain products from Trebein and Leesburg, O., to points on the main line of the Norfolk & Western Ry. to 15.4 cents and 14.9 cents per 100 pounds respectively.

DISTRIBUTION of 21,000 empty cars to lines in the south, middle west and southwest recently was ordered by the car service commission of the railway war board, making more than 100,000 empty cars ordered moved in the past two months regardless of ownership to roads which were short of the number of cars owned by them. Before the war board took charge the roads were under no obligation to move empty cars at their own expense to remote parts of the country. Of the 21,000 just ordered 7,800 go into the grain producing sections of the country.

A BILL appropriating \$1,000,000 for the purchase of seed wheat to be sold to indigent farmers and homesteaders at cost has been introduced by Senator Myers of Montana.

AT A CONFERENCE between members of the state highway commissions and the Car Service Commission at Washington recently it was the unanimous conclusion that the movement of road building materials could best be expedited by furnishing the Commission with particulars on delayed shipments.

BI-WEEKLY MARKET REPORTS for grain, seed and hay for the middle Atlantic states have been inaugurated by the Bureau of Markets of the Dept. of Agriculture, quoting prices in the consuming districts as well as at western terminal points of supply such as Chicago, Cincinnati and Pittsburgh. The information is distributed by mail, while the regular trade gets its information daily and by wire.

IRELAND'S wheat acreage is 123,900 acres, compared with 76,400 acres in 1916, or an increase of 62%. Oats show an increase of 36%, being 1,462,100 acres, compared with 1,071,600 acres in 1916. Barley acreage is 177,600 acres, compared with 150,100 acres in 1916, or an increase of 18%. The total area given over to grains and vegetables in 1917 amounted to 3,034,200 acres, compared with 2,384,800 in 1916, or an increase of 27%.—Commerce Reports.

Books Received

BIENNIAL REPORT Kansas State Board of Agriculture contains detailed crop statistics of each product by counties for 1915 and 1916, giving acreage, yields and values, with chapters on rural engineering, soils and crops, live stock, poultry, farm forestry and rural welfare, in an indexed and illustrated volume of 747 pages, compiled by J. C. Mohler, sec'y, Topeka, Kan.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Kansas City Southern in sup. 8 to tariff 36H corrects minimum weights, effective Aug. 1.

C. B. & Q. in Sup. 13 to 3457-G suspends sups. 7, 8 and 9, which name changes in reconsigning and other rules, until Jan. 13, 1918.

Mo. P. in 16 supplements to various tariffs, issued May 29, postponed until Jan. 1 the effective date of minimum weights on wheat flour.

C. & A. in sup. 10 to 2-D names switching and other terminal charges and rules governing absorption of switching, drayage and transfer charges applying at its stations, effective July 25.

St. L. S. W. in sup. 13 to 6131 makes change in transit privileges on grain products at stations on its line and at Cape Girardeau, Mo., effective Aug. 5.

Kansas City Southern has postponed until Jan. 1 the effective date of minimum weights of grain and grain products given in the tariff of June 19 as S. P. 42451.

C. & A. in sup. 2 to 259-B further postpones effective date for local distance rates on grain and grain products, carloads, between its stations in Missouri, to Jan. 1, 1918, on interstate traffic.

C. & A. in sup. 2 to 259-C further postpones effective date for local distance rates on grain and grain products, carloads, between its stations in Missouri, to Jan. 1, 1918, on interstate traffic.

M. A. & C. in GFD-12 cancels the rate on wheat from Minneapolis, Minn., when originating beyond, to Chicago, Milwaukee and Manitowoc, Gladstone and Manistique, Mich., of 12½c, effective July 1.

C. & A. in sup. 5 to 1570-E, which provides rules governing milling, malting and transit privileges on grain, grain products and seeds, names all changes effective on the date of the supplement. Effective Sept. 12, except as noted.

C. B. & Q. in sup. 86 to 3200-B names local, joint and proportional rates on grain, grain products, etc., between Missouri river points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., etc., effective as noted therein.

I. T. S. in No. 450-A gives joint and proportional rates on grain and grain products, carloads, from its stations in Illinois, to Cairo, Ill., Cincinnati, O., Evansville, Lawrenceburg, North Vernon, Seymour, Terre Haute, Vincennes, Ind., and Louisville, Ky., also Lower Mississippi Valley points. Effective Sept. 15.

C., R. I. & P. in sup. 18 to 29329-B gives joint and proportional rates on grain, grain products and seeds between Albright, Neb., Kansas City, Kan., Atchison, Council Bluffs, Fort Leavenworth, Kansas City, Leavenworth, Omaha, St. Joseph, Sugar Creek, Mo., and stations in Missouri on the Rock Island and Burlington, to stations in Illinois, Indiana, Iowa, Minnesota, Missouri, South Dakota and Wisconsin, effective Oct. 1.

A. T. & S. F. in sup. 15 to 6498-G names local, joint and proportional rates on grain, grain products, etc., carload, between points on its lines and on the R. G. E. P. & S. F., G. C. & S. F., K. S. W., L. & T. and P. & S. F. in Illinois, Kansas, Colorado, Oklahoma, Louisiana, New Mexico, and Texas, also Kansas City, Mo.-Kan., St. Joseph and Joplin, Mo., and Superior, Neb., and points in New Mexico and Texas on the A. T. & S. F., R. G. E. P. & S. F., P. B. I. O. Ry., and P. & S. F., also to Texas City on Texas City Terminal Co., effective Aug. 31.

C., R. I. & P. in No. 19687-J gives joint and proportional rates on grain, grain products, seeds, hay and broom corn from Missouri River stations and other stations in Illinois, Iowa, Minnesota and South Dakota on its lines to Mississippi Valley points and other stations in Alabama, Arkansas, Florida, Louisiana, Mississippi, Tennessee and Texas, effective Oct. 1.

C. B. & Q. in sup. 72 to F.O. 1800-B and to Q. O. & K. C. No. 895-H names local, joint and proportional rates on grain, grain products, broom corn and seeds, carloads, between stations on its lines west of Missouri river, also Rapid City, Black Hills & Western R. R., and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Minn., and stations taking same rates or arbitraries higher; also other points on lines east of Missouri river as specified. Effective Aug. 1.

C., R. I. & P. in sup. 26 to 10389-D gives, local, joint and proportional rates on grain, grain products and seeds between St. Louis, East St. Louis, Alton, Quincy and Hannibal to stations in Illinois, Iowa, Minnesota, Missouri and South Dakota, also Armourdale, Atchison and Leavenworth; and on grain and grain products from Iowa, Minnesota and South Dakota to Cairo, Thebes, Evansville and Louisville when destined to Southeastern and Carolina territories, effective Oct. 1.

AUSTRALIA has removed the duty on wheat, flour and corn, according to a Melbourne dispatch dated Aug. 13.

COLLECTORS of ports in the United States were ordered Aug. 13 by the government not to disclose quantities of bonded grain.

TRADING IN COFFEE FUTURES has been suspended on the New York Coffee Exchange, beginning Aug. 17, at the suggestion of Herbert Hoover.

HERBERT C. HOOVER, food administrator, has accepted an invitation to make an address at the Buffalo convention of the Grain Dealers National Ass'n.

STANDARD TIMOTHY has been restored to the list of grades of the National Hay Ass'n, and interposed between the grades of No. 1 and No. 2 timothy.

MAX H. HOUSER, one of the leading grain exporters of the Pacific Coast, announced Aug. 15 that he would turn his future profits over to the Red Cross.

DENMARK'S crop outlook is poor, certain cereals being total failures in a few districts. Pastures are in poor condition on account of the prolonged drouth.

BARLEY ONE-THIRD and wheat two-thirds is the proportion in a tasty loaf evolved by Mrs. E. C. Butz, wife of the well-known dealer in barley, and exhibited by him on the floor of the Chicago Board of Trade.

A NATIONAL county co-operative marketing corporation, the purpose of which would be the founding of an interstate marketing system for farm products under government supervision to prevent hoarding and speculation is proposed in a bill introduced Aug. 17 by Senator Owen.

A CONFERENCE of college presidents, state commissioners of agriculture, and chairmen of agricultural com'ites of state councils of defense was held at Kansas City, Mo., Aug. 22 and 23, to discuss ways to bring about the planting of 23,722,000 acres of winter wheat and 1,394,000 acres of rye in the 13 western states participating. The meeting is one of a series held at Indianapolis and other centers for the purpose of increasing the cereal food crops. It is hoped the conferences will not fail to consider a high price for the present wheat crop as an inducement to the farmer to increase his acreage.

TIME IS MONEY

and you can't afford to waste it. If you handle 2,000 loads of grain per year, and it requires 4 minutes to compute the value of each of those loads, that means the expenditure of 8,000 minutes, or a total of about two weeks each year, doing nothing but figuring.

WHY NOT

use a table which does these things for you? Then all you will have to do will be to look at the table (takes about 2 seconds) and have the task completed—and with absolute accuracy. The high prices of grain have put most tables out of business.

WITH OATS

They're high, too, but we can furnish a table which reduces any number of pounds from 10 to 100,000 to bushels of 32 lbs. and at the same time indicates the value at a glance. The table is designed especially for oats, and the prices run from 10c to 79c, with values at ¼c and ½c also indicated. For even hundreds of pounds the value is shown at a glance; and no matter what the weight may be, from the smallest wagon load to the biggest car load, it will never be necessary to make any calculation other than simple addition.

Clark's Decimal Values for Oats is a book of 18 pages, 8¾x11½ inches, printed on book paper, bound in heavy manila. It is as easy to understand as the kick of a mule, and the price is

\$1.00

Don't forget to say how many you want when you send the draft to

Grain Dealers Journal

305 So. La Salle Street

Chicago, Ill.

Supreme Court Decisions

Feed.—If buyers, after discovering that stock meal purchased was unfit for feed, could, by reasonable effort, have secured other feed with which to fatten their cattle, it became their duty to do so, and if they did not do so, but continued to use the poor feed, they could not recover for injury resulting thereafter.—*Kincannon & Gaines v. Independent Cotton Oil Co.* Court of Civil Appeals of Texas. 196 S. W. 878.

Action on B/L.—In a shipper's suit against a railway for damages in transit, where the petition stated that for the consideration of certain charges to be paid to the road, it agreed to transport and deliver, and then set up the B/L, plaintiff, having chosen to found his action on issuance of a B/L instead of a verbal contract for shipment, was bound to prove it as a condition to recovery.—*Cudahy Packing Co. v. C. & N.-W. Ry. Co.* Kansas City Court of Appeals, Missouri. 196 S. W. 406.

Misdelivery by Carrier.—Where the shipper of hay by rail was ignorant of the fact that delivery had been made without payment of the draft attached to the B/L and the proper production of the bill, her directions to a broker at destination by letter to make the best possible disposition of the hay after the party to whom the hay was sent rejected it did not ratify or waive the act of wrongful delivery by the railroad.—*Barton v. L. & N. R. Co.* St. Louis Court of Appeals, Missouri. 196 S. W. 379.

Unused Transit Credit.—A shipper cannot maintain an action in the courts of this state for unused transit credit on shipments of grain made from various points in Nebraska, destined to points outside of Nebraska and to one point in Nebraska, where parts of each car were forwarded indiscriminately to the points of destination, and where the rules and regulations provided for in the published tariff rates, rules and regulations giving milling in transit privileges have not been complied with.—*Fremont Milling Co. v. C. & N.-W. Ry. Co.* Supreme Court of Nebraska. 163 N. W. 331.

Offer and Acceptance.—Letter by J. to M. directing shipment of one car of hay at \$18 per ton f. o. b. Seattle, settlement to be on Washington state weight grades, J. to have option of 200 tons additional at same price after first car is unloaded, followed by one asking when first car may be expected, and stating if hay turns out satisfactory J. would like to increase its order to 400 tons, and adding, "In any event, please confirm the 200 tons," with letter from M. to J. stating when he hoped to make shipment on first car, and that he will ship 200 tons just as fast as he can get it out, constitutes a definite contract as to one car only, there being no unconditional order for more, and the first car never having been shipped.—*W. F. Jahn & Co. v. McClaine.* Supreme Court of Washington. 165 Pac. 1060.

Lien Against Shipper for Charges.—Where the initial carrier, whose line was entirely in the state, took from the shipper a B/L providing that the owner or consignee should pay the freight and all other charges, and on arrival in another state over the line of plaintiff, a connecting carrier, the consignee, after notice, refused to receive the goods, and the shipper, after notice, gave the matter no attention, whereupon the plaintiff stored the goods and brought action for the amount of freight charges, storage, etc., less proceeds of sale, the shipper, tho not the owner of the goods at their delivery to the initial carrier, was liable for such charges.—*Central Railroad of New Jersey v. Berry.* Supreme Court of New York. 165 N. Y. Supp. 1041.

Carrier's Notice of Non-Delivery.—In an action against a common carrier for damages due to failure to give the consignor notice of non-delivery, where the bill of lading provided that the purchaser should have 10 days within which to pay for the goods, the duty did not devolve upon the carrier to give notice of non-delivery until after the expiration of such 10 days.—*Stoddard Lumber Co. v. Ore. Wash. R. & N. Co.* Supreme Court of Oregon. 165 Pac. 363.

Landlord's Lien.—The special lien given to landlords upon the crops of their tenants for money and articles furnished to make the crops embrace only the crops of the year in which such advances are made for such purpose, and where the exhibit attached to the affidavit of foreclosure and the evidence submitted for the plaintiff showed that all the advances upon which the proceeding was based were made not later than the year 1914, and that the lien claimed was upon the crops of the year 1915, the proceeding was not maintainable.—*Mullins v. Dowling.* Court of Appeals of Georgia. 92 S. E. 763.

Rescission by Seller.—Where a contract is made by telephone for the sale of wheat, to be shipped within three weeks, and the buyer at once sends the seller a letter of confirmation in which it is stated that shipment is to be made in one week, and thereafter a controversy arises between the parties in which the buyer insists that the confirmation as written is correct and disclaims any obligation to pay the agreed price on any other terms, his conduct amounts to such a repudiation of the contract as justifies the seller in calling off the deal.—*Wallingford v. McCray.* Supreme Court of Kansas. 165 Pac. 813.

Connecting Carriers.—The rule that plaintiff, to make a prima facie case in action against a terminal carrier for damages to goods, need only show good condition of goods when delivered to initial carrier, and damaged condition when received from terminal carrier, is not changed by the Carmack Amendment, for that statute does not raise a presumption that damage occurred while the goods were in initial carrier's possession, but merely makes it immaterial, in action against the initial carrier, where the loss occurred, the initial carrier being made responsible for the acts of all connecting carriers as its agents.—*Erisman v. C., B. & Q. R. Co.* Supreme Court of Iowa. 163 N. W. 627.

Precautions Against Fire.—Respondent operated on a pier, a large grain elevator, 240 feet long, about 100 feet wide, and 180 feet high. In it were 6 receiving legs extending from the track floor to the top. While a steamship was loading on either side, the elevator took fire, and there was an explosion, causing the death of a number of persons and serious damage to the vessels and cargoes before they could be removed. One of the elevator legs had become choked and stopped, and some five minutes later dropped the pulley at the top, the shaft continuing in the meantime to revolve. The only place where the choking could be observed was on the track floor, while the only means for throwing the belt out of gear was a lever on the machinery floor 152 feet above. There was a considerable delay before this lever could be reached, and it was then found that it was out of repair and would not work. The machinery was stopped, but in the meantime the belt had fallen. There were originally ropes extending down to the track floor by which the levers could be operated, but they had been for some years out of use and some had been removed. Held, that the damage to the ships and cargoes was the proximate result of the burning of the elevator, and on the evidence that the fire was caused by the friction between the belt and pulley, that it was due to the palpable negligence of the elevator company in failing to provide means to obviate a danger so obvious, and that it was liable therefor.—*The Willem Van Driel v. Penn. R. R. Co. and Central Elevator Co.* U. S. District Court, Maryland. 242 Fed. 285.

Feedstuffs

STATE FEED inspectors are active in Arkansas, having in one month seized 66 shipments.

MANITOWOC, WIS.—A large feed milling and mixing plant will be built here by the Wm. Rahr Sons Co., maltsters.

MERIDIAN, MISS.—Sturges & Co. are erecting a brick warehouse and will install machinery for the manufacture of mixed feed.

THIRTY-SEVEN CARLOADS of oats were seized Aug. 10 by the federal authorities at Newport News, Va., on the charge of adulteration with wild oats, weed seeds and screenings.

CHICAGO, ILL.—The Hales & Edwards Co. has just completed a brick warehouse of 50 cars storage capacity at the mill recently purchased by the company of H. H. Hanks.

PEORIA, ILL.—Receipts of mill feeds during July in this market were 7,990 tons, compared with 17,861 tons in July, 1916. Shipments were 5,670 tons, compared with 19,484 tons in July, 1916.

GULFPORT GROCERY Co., of Gulfport, Miss., has registered trade mark No. 103,780 for stock food, the design consisting of the letters V-B and ornamental figures inside of a circle. Use is claimed since Apr. 15, 1917.

INCREASED ANNUAL dues will be considered at the meeting Sept. 11 of the American Feed Manufacturers Ass'n at Chicago. It is planned that manufacturers will pay \$1.50 on each \$1,000 of capital, but not to exceed \$150 nor less than \$37.50; alfalfa meal manufacturers one-half this rate, and dealers \$37.50.

LITTLE ROCK, ARK.—The Niemeyer Grain Co. is erecting a feed mixing plant, brick warehouse and 30,000-bu. concrete elevator to be equipped with mills made by Sprout, Waldron & Co., and Richardson Automatic Scales and have electric power. The plant was designed and is being constructed by Kaucher, Hodges & Co.

FORT WORTH, TEX.—At a conference between feeders and members of the Texas Cotton Seed Crushers Ass'n, called by Director Youngblood of the state agricultural experiment station definitions were agreed upon for meal, feed and cake to comply with the law against excess of hulls. Six grades of cotton seed feed were established, with different specified percentages of fat, protein and fiber.

THE DAIRYMEN'S LEAGUE, having a membership of nearly 50,000 dairymen in the eastern states, principally in New York, has devised a plan for the purchase of feed for its members co-operatively from the local feed dealers, who are to be allowed a definite profit. All orders for feed will be handled thru the central office in New York City. The feeds are to be packed in 100-pound bags and to be guaranteed by the manufacturer, to be mixed and manufactured according to a formula of the New York State College of Agriculture. Price lists will be issued weekly and all business will be done for cash. The profits allowed the dealer are 50 cents to \$3 per ton, according to the service rendered.

Crop Improvement.

A SEED AND FEED survey of North Dakota has been begun by J. N. Hagan, commissioner of agriculture and labor, in an effort to prevent the grain of the state getting out of reach of the farmers in the counties where seed will be needed.

THE PURCHASE of carloads of seed wheat and rye for distribution to the farmers was planned at a meeting Aug. 14 of the million acres of wheat committee for New York state. Geo. Urban, Jr., and W. L. Markham, both of Buffalo, are active in promoting the plan, together with M. C. Cole, sec'y of the New York State Agricultural Society.

A SEED BED for wheat must be firm, moist, and well compacted below with a mellow, finely divided upper three inches of soil, says the U. S. Department of Agriculture. Into this should be planted seed that is sound, clean and healthy. If the farmer has seed from his own crop which is satisfactory he should lose no time in getting it into condition for storage until planting time. The fanning mill is his best friend in this task. If he must get his seed from outside sources he should buy from his neighbor if possible so that he may be more likely to get seed well adapted to his conditions.

SEED EARS for next year's crop if selected in the field from standing corn may be chosen more wisely, be stored more carefully and will then produce a larger yield in return than if picked from the shock or crib. Corn yields have been increased $3\frac{1}{4}$ bushels to the acre at the Ohio Agricultural Experiment Station by selecting seed in the fall from standing corn. The best ears grown under average conditions of stand and fertility can be picked out by such field selection. A good ear chosen at husking time or from the crib may owe its excellence to especially fertile soil or to the fact that only one stalk grew in the hill.

SPECIALISTS of the U. S. Department of Agriculture estimate that the average annual loss due to the smuts of wheat and rye amounts approximately to 27,500,000 bus., and it has been demonstrated that treatment of seed wheat and rye against stinking smut is fully 95% effective. The formaldehyde treatment costs less than 5 cents per acre for materials and labor. To this must be added in extreme cases the cost of 20% of the seed grain, the germinating power of which may be destroyed because of seed injury. In every case the entire cost of the treatment together with possible seed injury is much less than the value of the increased yield it assures.

SEED WHEAT absolutely at cost to growers is the plan worked out at a conference Aug. 7 between the executive committee of the Texas Grain Dealers Ass'n, E. W. Cole, in charge of marketing of the state agricultural department, and representatives of the state and federal departments of agriculture and the state bankers ass'n. The grain dealers and millers generally within the state will secure all seed wheat desired; the bankers will pay for wheat shipped in and not charge interest, and turn it over to the chambers of commerce, commercial clubs or citizens committees to be sold for cash, and the bankers will loan farmers money to pay for the wheat if at all entitled to credit.

IF DEALERS having wheat of the Turkey variety, free from weed-seed, will advise this office, at once, giving line of railroad upon which shipments can be made, and if all dealers desiring seed wheat will advise us, we can put you in touch with one another, thus enabling the buyer to secure better seed in this way. Great care should be taken in selecting seed for seeding, being very careful to avoid seed containing any mixture, as under the federal grades, mixed wheat is selling at a big discount. To dealers located on the R. I. in Kansas we can furnish you on request with the names of elevator owners and operators located on the R. I. between the Kansas state line and El Reno and on the R. I. branches west of this line and north of El Reno. We are advised that the wheat raised in that section of Oklahoma present season is of superior quality.—E. J. Smiley, sec'y, Kansas Grain Dealers Ass'n.

TWELVE CARLOADS of corn have been ordered by Acting Gov. Maeso of Coahuila, Mexico, to be sold at cost to the population to prevent starvation.

FIVE HUNDRED FARMERS of Reno county Kansas have telegraphed Gov. Capper asking for a guaranteed price of \$3 for wheat, saying that it cannot be grown with profit with a \$2 guarantee.

THE ARGENTINE government has fixed the export tax per gold dollar and it is expected that this will become operative Sept. 1. On wheat it is \$3.25 per ton of 1,000 kilos; corn, \$1.06; and oats \$1.72.

IT IS A PLEASURE to pull the Grain Dealers Journal out of the mail, and I consider it worth many times the price. I think that every elevator manager should be furnished the Journal by the company employing him.—G. A. Shike, Cumberland, Ia.

A MINNEAPOLIS milling company on Aug. 11 bid \$2.75 for new wheat in transit and \$2.50 for new wheat to arrive in Sept., with the provision that if the government should set a price before the wheat arrived the government price was to be the basis for settlement. No trades were reported.

AN OPINION has been rendered by the United States Board of General Appraisers reversing the assessment of duty on cargo rice by the collector of customs of the port of New Orleans. The law provides a different rate of duty for uncleaned rice, or rice free of the outer hull and still having the cuticle on and for paddy, or rice having the outer hull on. The particular shipment contained rice of both descriptions, in mixture, and the collector assessed the higher rate. The Board held that as the separation of a 10,780-lb. sample of the rice showed 20.5% to be paddy rice, the assessment of duty should be made upon this basis.

A NOTTINGHAM grain dealer, Charles S. Wright, was recently summoned under the Defense of the Realm Act for selling 400 quarters of oats at a price in excess of that allowed by the British Ministry of Food, who prosecuted. He sold oats to a colliery company, who were in need of them for their colliery ponies, and charged them 70 shillings per quarter, whereas he was only entitled to charge 60 shillings, 3 pence. In addition he could charge for railway carriage, cartage, clipping, and dressing, and he did so to the extent of 6 shillings, 9 pence. The defense was that the amount charged for extras was reasonable. The magistrates took this view and dismissed the summons.

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GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

Patents Granted

1,236,923. Sack Filling Machine. (See cut.) Herman W. Gladitsch, Portland, Ore. A hopper provided with a discharge spout, vertically oscillable means for holding the upper ends of the sack open about the spout, a vertically oscillable support for the bottom end of the sack, and means for simultaneously operating the means holding the upper and bottom ends of the sack.

1,236,032. Pneumatic Grain Elevator. (See cut.) John R. Wright, Wheeling, Mo., assignor of two-fifths to John O. Brigman, Wheeling, Mo. A grain elevator, comprising a conveyor tube, a fan casing at one end of the tube, a fan shaft with a tappet on the same, a delivery spout entering the casing, an arm secured to the spout and provided with an upstanding finger adapted to be struck by the tappet, and a resilient element for oscillating the spout under action of the tappet.

1,236,627. Seed Corn Stringer. (See cut.) Guy A. Trauger, Livermore, Ia. A device having horizontal frame members with upright frame members pivoted thereto, a forwardly extending frame member pivoted to the upper end of the upright frame members, supporting braces and means for detachably connecting them to the frame members for rigidly supporting the entire device in its assembled position, and means for holding and reciprocating cord portions past each other on the device.

1,236,805. Dust Separator. (See cut.) Milton F. Williams, assignor to Williams Patent Crusher & Pulverizer Co., St. Louis, Mo. A dust separator comprising a casing having a discharge spout for the tailings at the lower end, an outlet spout for the fines leading from the upper portion thereof, an inlet pipe leading into the casing with elbow pipes arranged on its upper end, the elbow pipes being adjustably mounted so as to discharge the dust laden air at predetermined angles tangentially within the casing.

1,236,318. Seed Corn Drier. (See cut.) William A. King, Pierre, S. D. A wire structure having a plurality of pockets or compartments for the reception of individual ears of corn, the compartments embodying in their construction corner wires, horizontal connecting wires, and vertically

disposed supporting wires, the wires being connected together at the points of intersection, the compartments being sloped downwardly from their outer ends and transversely obstructed at their inner ends by some of the connecting wires.

1,236,473. Grain Drier. (See cut.) David R. Olmsted, Council Bluffs, Ia. An apparatus including a pump having an air inlet port and an outlet port, a pointed perforated tube insertible into a body to be treated, a drum, a heating flue extending thru the drum, a coil extending around the flue and discharging into the drum, a connection between the coil and one of the ports of the pump, a connection between the drum and the tube, a removable perforated container within the drum, and a moisture absorbing material in the container.

1,237,004. Grain Separator. (See cut.) Albert Wilford, Baltimore, Md. In a grain separator, the combination with a support, of an upstanding lever fulcrumed between its ends on the support, an upper inclined shoe having its upper end mounted on the upper end of the lever, and a pair of reversely inclined lower shoes having their adjacent ends both mounted on the lower end of the lever at their adjacent ends; and a shaking separator shoe having an imperforate top comprising removable sections and means permitting the independent removal of the sections.

1,237,002. Container for Storing Bulk Wheat. (See cut.) Ludwig A. Wellsandt, Ritzville, Wash. A container comprising a disk-like canvas base, a canvas wall extending upwardly from near the periphery of the former, cleats arranged upon the wall at spaced intervals apart, hooks engaging the bottom near its edge arranged at spaced relation to each other, a respective cleat engaging each of the hooks to secure the bottom to the wall, the cleats also being for the purpose of securing the device to the ground, the canvas composing the device adapted to be treated with a tarred preparation or the equivalent thereof.

LUTHER BURBANK has announced that he is ready to distribute his wonderful new wheat.

GOODBYE old speculative system. Government control system has taken its place. A war-time necessity. Will the new system be permanent? We are not prophets. One thing at a time. Main thing now is to co-operate to make success of new plan.—Southworth & Co.

Elevator Casualties.

W. N. Stern, employed by the Wheeler Grain Co., Weatherford, Okla., while oiling the engine Aug. 11, was struck on the hand by the governor and one finger was bruised and contused.

C. Grisham, employed by A. Waller & Co., Corydon, Ky., was cleaning boiler flues Aug. 9 and when his hand was caught between a wall and the handle of the cleaner his little finger was taken off at the first joint.

At Pottsville, Mich., W. H. Marshall, employed by the Stockbridge Elevator Co., received a bad cut on his finger while working with the elevator leg. Later blood poisoning resulted.

J. D. Larios, employed by the McAlester Grain & Elevator Co., McAlester, Okla., was sawing a floor joist July 28 and when he tried to kick a portion of it loose he fell partly thru the hole and sustained a fractured rib.

W. C. Diller, a carpenter employed by Wells, Abbott & Nieman, Schuyler, Neb., fell 25 feet July 30 when a plank slipped off the rung of a ladder. His shoulder muscles were bruised and lacerated.

In the plant of James L. Umpleby, Pana, Ill., a small belt broke Aug. 3 and Wm. L. Cook, an employee, mended it. He dropped it upon the shaft, intending to stop later and put it on the pulley. The shaft picked up the belt, threw it around Cook's arm, and started to draw him toward the shaft. He caught a 2x4 and held to it, the belt pulling his arm off.

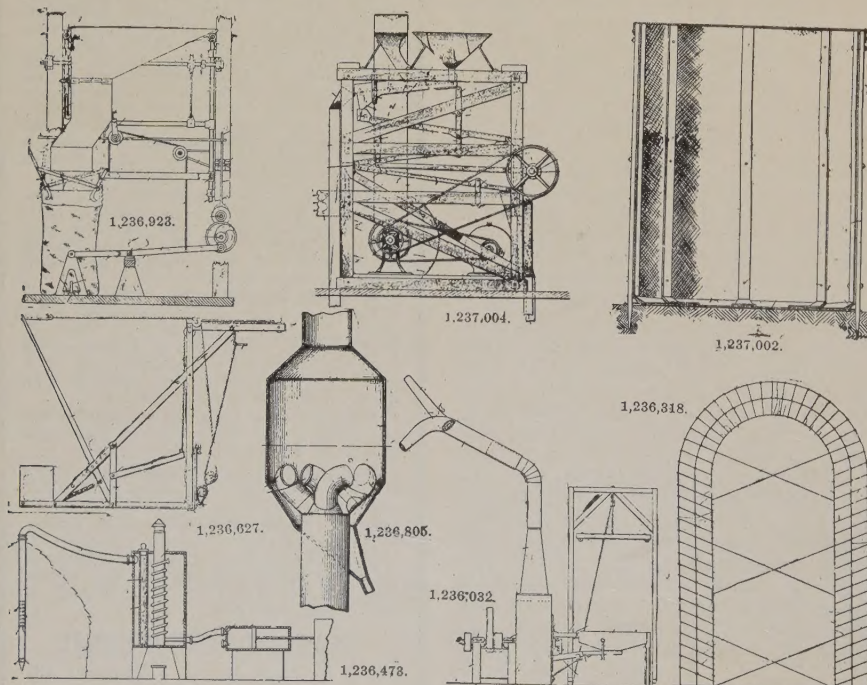
Recovery for Telegraph Error Limited to Cost of Sending.

The A. J. Poor Grain Co., of Kansas City, Mo., received a message from a customer named Townsden at Randall, Kan., "Buy 50,000 December wheat around 89." As handed to the Western Union Telegraph Co.'s agent at Randall it read "Buy 15,000 December wheat around 89."

Poor bot 50,000 and wired Townsden, who 'phoned back he wanted only 15,000 bus. Poor then went to the Western Union office and asked what disposition he should make of the 35,000 bus., and was told to close out the wheat the best he could and make claim for the loss. Sale of the extra wheat showed a loss of \$712.50. Suit was brot and the circuit court of Jackson County gave judgment for the full amount.

The Kansas City Court of Appeals practically reversed this decision by giving Poor judgment for only 40 cents, the cost of sending the message, holding that the amount of damages was controlled by the fine print conditions on the back of the blank which had been filed with the Interstate Commerce Commission. The court said "However much one may be convinced that a stipulation limiting liability to the cost of the message is not a limitation of, but an absolute exemption from, liability for negligence, nevertheless the case must be determined according to the rules of decision laid down by the federal courts, and they have held that such provision is not an exemption from liability."—196 S. W. 28.

THE PRICE to be paid for wheat of the 1917 crop by the wheat purchasing board of the food administration will probably not be over \$2.10 per bu. and not less than \$2, according to a Washington message dated Aug. 23.



Insurance Notes.

EXPLOSION of a can of gasoline set fire to the elevator of the Toledo Grain & Milling Co., at Grelton, O., but fortunately the flames were extinguished with small loss.

A SAFETY AND SANITATION CONGRESS, the largest of its kind, has been called by the National Safety Council, to be held at New York City, Sept. 10 to 15, using three floors of the Grand Central Palace for the exhibits. The general manager of the Council is W. H. Cameron, with headquarters at Chicago.

"SAFEGUARDING INDUSTRY" is the title of a booklet of directions for the prevention of fire prepared by the National Board of Fire Underwriters, New York, for the Council of National Defense, and mailed to 66,000 manufacturers of the United States. The booklet represents considerable labor and large expense. Any manufacturer who has not received a copy will be mailed one on application to the Board at 76 William street, New York.

WHILE DISINFECTING an elevator leg the bisulfid of carbon exploded setting fire in the mill of the Franklin Mills Co., at Batavia, N. Y., recently, damaging one elevator. The fire was put out with a chemical extinguisher. W. A. Stetson, pres. of the company, writes: We have used bisulfid of carbon right along without trouble, and do not know why it exploded, whether we poured too much in or put on the top of the elevator too quickly.

THE SALVAGE GRAIN from the burned elevator of the Maney Milling Co., at Omaha, Neb., has been disposed of with net proceeds of \$36,152, which is 29.5 per cent of the value of the grain involved. This is said to be the best return ever obtained from grain where the building was entirely destroyed, and reflects credit on the expert in charge of the salvage, C. E. Metzler of Chicago. The underwriters are pleased that the return exceeded the cash offer of \$30,000 made by a salvage buyer, which was rejected in favor of handling it on their own account.

THE PROBLEM of getting sufficient insurance on grain in terminal elevators which gave grain dealers much trouble last spring probably will be solved by government ownership of the wheat; as, if insurance should still be unobtainable, the United States will not hesitate to carry its own risk, leaving the available insurance for grain dealers carrying corn and oats. Some stock company underwriters interested in terminal elevator grain insurance fear that the government will carry its own risk and pay no premiums, as the policy of the federal government is not to insure any of its property. So far as announced the government does not contemplate ownership of any wheat in the smaller country elevators.

A GASOLINE TANK has caused another elevator fire recently, this time at Panola,

Ill. The immediate cause of the fire was the flooding of the gasoline engine, which, in turn, was due to faulty installation of the fuel tank. The engine room is located beneath the office, with the fuel supply tank located outside in a pit. The old tank had worn out and a local plumber was employed to install a new one. Not having a gasoline tank at hand, he used a hot water tank such as is connected with kitchen ranges, and because it was too long to be placed on its side in the pit he stood it on end. When

it was filled with gasoline the level of the liquid was above the engine level, and instead of a pump being required to feed the engine a gravity pressure system was obtained. This caused an overflow of gasoline and fire resulted. An employee was severely burned and the plant is a total loss.

THE GRAIN DEALERS JOURNAL gives us all the necessary information.—Treasure State Grain & Seed Co., Billings, Mont., by W. P. Ladd, pres.

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E. H. MORELAND, Secretary

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CONSERVATION

Next to the war itself, conservation of food products is the big question before the country today. The elevator man as a guardian of the nation's food occupies the front line trenches, and it is his duty to see that all grain harvested starts on the way to the bread basket. The eyes of the nation are on its food warehouses, and the storing of grain in buildings containing DANGEROUS HAZARDS can no longer be tolerated. A FIRE FROM ANY CAUSE WILL BE A CALAMITY; A CARELESS FIRE WILL BE A CRIME.

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